

WINNIPEG

CANADA

ILLUSTRATED



200 FACTS ABOUT THE COMING METROPOLIS OF CANADA

SHOWING THE
HISTORICAL
COMMERCIAL
AND
INDUSTRIAL CENTRES
ITS PARKS
BOULEVARDS
AND
BEAUTY SPOTS

1908

ISSUED BY

The Winnipeg Development and Industrial Bureau

AN ORGANIZATION
REPRESENTING THE SIXTEEN BUSINESS BODIES
OF WINNIPEG

25 CENTS





WINNIPEG



WITHOUT exaggeration, it may be said that Winnipeg is a truly remarkable city. The last official census, taken in April, 1907, puts the population at 111,717 souls within the city limits. In 1870, Winnipeg had a population of 215, and was a frontier trading post of the Hudson's Bay Company. Thus, in 37 years the place has grown at a rate that was perhaps never surpassed by any city of such substantial character as is a marked feature of the Gateway City of the Canadian Northwest.

Mining camps there have been that grew up in a few days or weeks, and cities that have been marked by mushroom development have lapsed into stagnation and business decay. On the contrary, Winnipeg stands at the very opening of its career, and remarkable as has been its progress and growth from the tiny trading post to the full grown and well equipped city, yet greater things lay before it and show clearly on the near horizon of Winnipeg's future.

The reason for this lies in the fact that the wonderful Winnipeg which has grown up on the Manitoba prairie has for the basis of its growth, the solid foundation of agricultural resources beyond the dreams of agricultural avarice. Millions of acres of wheat land, which produce the highest average crop of any in the world, and of quality unsurpassed; other millions of acres of excellent grazing land, to which are added, in the case of nearby Ontario and the more distant British Columbia, other sources of trade and wealth in minerals, timber and fruit-producing lands, make the trade and manufacturing possibilities of Winnipeg things not possible to be computed by cold calculation separated from the quality of the seed of things to come, but which can no more fail of being great than can the seed time and harvest fail of being.

Upon the sure foundation of these substantial elements has the present City of Winnipeg been built and the traveller who visits the city for the first time sees not only the "substance of things hoped for," but also "the evidence of things not seen."

WINNIPEG

CANADA



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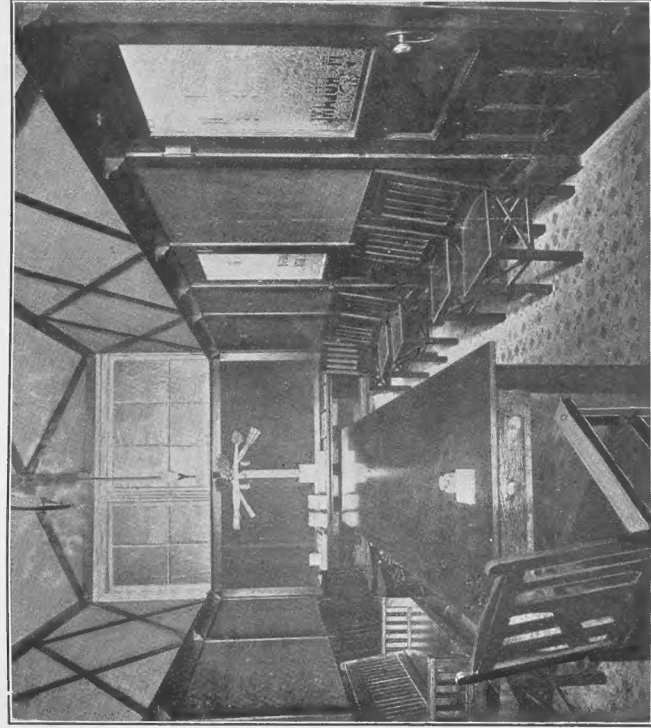
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Showing Section of Offices and Board Rooms



THE WINNIPEG DEVELOPMENT AND INDUSTRIAL BUREAU, 482 MAIN STREET

N. T. MacMillan, Chairman

Chas. F. Roland, Commissioner

Where strangers are welcomed.

Where every enquiry receives personal attention.

1908 - THE WINNIPEG DEVELOPMENT AND INDUSTRIAL BUREAU - 1908

Organizations Represented	Org'n's Mbrship	Organization	Officers	Officers' Phone	Business Address	Representatives on Bureau Executive (1908)
The City Council	19	J. H. Ashdown, Mayor		287	City Hall	Controller G. F. Latimer,
		C. J. Brown, City Clerk		381	City Hall	Ald. T. Wilson, Ald. F. J. C. Cox.
The Board of Trade	380	J. B. Persse, President		64	315 William Ave.	W. Sanford Evans, E. L. Drewry.
		C. N. Bell, Secretary		1009	Grain Exchange Bldg.	
The Bankers' Association	18	E. F. Kohl, President		735	Molson Bank	John Aird, W. L. Ball.
		Geo. Munro, Secretary		5133	Merchants Bank	H. W. A. Chambre, N. T. MacMillan
The Real Estate Exchange	66	R. D. Waugh, President		1213	12 Merchants Bank	F. W. Heubach, Alex. Simmers,
		Jno. Evans, Secretary		2265	291 1/2 Portage Ave.	Hugo Ross.
The Manufacturers' Assn.	103	T. R. Deacon, President		2138	Logan Ave.	T. R. Deacon, W. J. Bulman.
		W. J. Bulman, Secretary		6146	McDermot Ave.	
The Builders' Exchange	3,000	T. W. Morley, President		2087	624 Sherbrooke St.	T. D. Robinson, G. W. Murray.
		A. Pearce, Secretary		2950	222 McDermot Ave.	
The Grain Exchange	300	Jno. Fleming, President		382	Grain Exchange Bldg.	F. M. March, C. N. Bell.
		C. N. Bell, Secretary		1009	Grain Exchange Bldg.	
Commercial Travellers' Assn.	3,000	Geo. Wilson, President		32	Clark Bros. Ltd.	Geo. Wilson, A. S. Lock.
		F. J. C. Cox, Secretary		1086	156 Lombard St.	
The Trades and Labor Council	2,100	W. J. Bartlett, President		4344	Trades Hall	C. J. Harding, W. H. Popham.
		L. McBride, Secretary		4344	Trades Hall	
The Retail Merchants' Assn.	2,100	E. B. Nixon, President		1660	267 Portage Ave.	E. B. Nixon, W. A. Coulson.
		W. A. Coulson, Secretary		3206	Scott Bldg.	A. A. Andrews, Geo. H. Greig.
The Winnipeg Industrial Exhibition Assn.	282	A. A. Andrews, President		271	Winnipeg Rubber Co.	A. A. Andrews, Geo. H. Greig.
		A. W. Bell, Secretary		93	Union Bank Bldg.	
The Printers' Board of Trade	37	Geo. H. Saults, President		2996	Free Press Bldg.	Jno. Stovel, C. S. Richardson.
		John Dixon, Secretary		5421	Sylvester-Willson Bldg.	
The Winnipeg Wholesale Import Assn.	39	C. H. Whittaker, President		3875	William and Princess	J. M. Reid, J. J. Bugée.
		T. W. Lealie, Secretary		518	901 Union Bank	
The Advertising Men's Club of Winnipeg	48	Chas. F. Roland, President		7158	482 Main Street	Geo. H. Saults, C. A. Abraham.
		Wm. McCurdy, Secretary		2990	Free Press Bldg.	Capt. G. F. Carruthers, W. McCurdy,
The Community Club of Winnipeg		Jno. Stovel, President		7009	Stovel Company	Dr. T. H. Crotty, A. J. Norquay.
		A. J. Norquay, Secretary		1838	445 Main Street	
The Jobbers' and Shippers' Assn.		E. D. Martin, President		5254	295 Market St.	T. D. Robinson, A. B. Kent.
		A. B. Kent, Secretary		6736	363 Main St.	

NEW 1907 FACTORIES

The List of New Industrial Plants Starting to Manufacture in Winnipeg in 1907 are as follows:

Manitoba Rolling Mills Co.—June, 1907	Logan Ave. West
Northwestern Brass Co., Ltd.—July, 1907	Quelch Street
Ideal Fence Co., Ltd.—March, 1907	Quelch & Catharine St.
Red Cross Sanitary Appliance Co.—Jan., 1907
.....	McDermot and Princess
Ajax Manufacturing Co., Ltd.—Jan., 1907	333 Elgin Ave.
Cornelius Bros. Bed Spring Factory—Mar., 1907	485 Sherbrooke
Dominion Bridge Co.—July, 1907	Dublin Ave.
Manitoba Frost Wire Fence Co.—Feb., 1907	310 Nena St.
Northern Shirt Co., Ltd.—March, 1907	148 Princess St.
Hutchings Paper Box Co.—Jan., 1907	Jarvis Ave.
North-West Cap Co.—Jan., 1907	228 King St.
Sheppard-McDougall Co. (Sheepskin Lined Clothing)—
Feb., 1907	248 McDermot Ave.
Drewry's Bottling Works—Nov., 1907	North End
D. N. Stevens Co. (Cooperage)—1907	Norwood
Bemis Bros. Bag Co.—Jan., 1907	Alexander and Stanley
Winnipeg Oil Co. (Cooperage)—Sept., 1907	Notre Dame Ave.
Great West Pipe Covering Co.—May, 1907	Lombard St.
Perfection Concrete Co.—Aug., 1907	Sask Ave.

IMPORTANT AMONG OTHERS OF THE 1907 REAL ESTATE SALES WERE:

Location.	Price.	Total.
Princess Street—\$595.00 per ft.	\$ 81,515 00
Portage Ave.—\$600.00 per ft.	47,100 00
Main St. Block (Improved)—\$3,000 per ft.	178,500 00
500 ft. McDermot E. (trackage)—\$300.00 per ft.	15,000 00
165 Acres 28-29 St. James—1,200.00 per acre	198,000 00
McPhillip, Keewatin, College, Redwood—Block Lots.	100,000 00
Norwood Syndicate Sale	775,000 00
40 Acres S.E. 17-11-4 E.—\$400.00 per acre	16,000 00
Norwood Improvement Co. Sale	450,000 00
260 Acres 21-22-23 St. Charles—\$400.00 per acre	104,000 00
Notre Dame and Albert—\$1,300 per ft.	110,000 00
Portage and Garry St.—\$2,840.00 per ft.	113,600 00
C.P.Ry. Shop District—Average \$130.00 per lot	130,000 00
"Hyde Park"—100 lots en block	27,500 00
420 Acres G.T.P. Shops	64,000 00
Lots 30-31 St. James (Syndicate)	172,000 00
Portage Ave., between Colony and Vaughan	200,000 00
Marlborough Place and Addition—Aggregate	200,000 00
800 Lots, C.P.Ry. District	60,000 00
Main St. Block, near Portage Ave.	210,000 00
South Main St. (Vacant)	35,000 00
Portage Ave. (44 ft. improved) West of Kennedy	30,000 00
Fairchild Block, Princess Street	200,000 00

PRINCIPAL NEW BUILDINGS ERECTED IN WINNIPEG IN 1907 WERE:

Winnipeg Grain Exchange	\$460,000 00
Can. Pac. Ry Shops (addition)	300,000 00
St. Boniface Cathedral (additions)	125,000 00
Eaton's Store (addition)	200,000 00
Bank of Toronto Building	200,000 00
Imperial Bank Building	200,000 00
Jno. Deer Plow Co. (Fairchild Building)	160,000 00
Agricultural College	140,000 00
Misericordia Hospital	125,000 00
Commercial Travellers' Building	125,000 00
City Police Station	125,000 00
Canadian Pacific Ry. (Train Sheds)	105,000 00
Luxton School	85,000 00
Touraine Block	75,000 00
Winnipeg Casket Company Factory	70,000 00
Gurney Foundry Co. Building	70,000 00
Mount Royal Hotel	65,000 00
Jobin-Marrin Co. (Warehouse)	65,000 00
St. Paul's Presbyterian Church	60,000 00
Walter Woods (Warehouse)	60,000 00
Wellington School	55,000 00
North End Post Office	55,000 00
St. Joseph's Orphanage	45,000 00
Northern Hotel	45,000 00
Thos. Black (Warehouse)	40,000 00
Telephone Co. (Warehouse)	40,000 00
Immanuel Baptist Church	40,000 00
Telephone Building (Port Rouge)	40,000 00
Stone's Block	35,000 00
Mow's Garage (D. D. Wood Building)	40,000 00
Maxam Block	35,000 00
Deer Lodge Hotel	30,000 00

YEARLY GROWTH

The following statement shows the growth in population and assessment for all the years since 1890:

Year	Real Property	Personal Property	Total Assessable Property	Population
April	\$17,587,420	\$ 2,356,350	\$ 19,994,270	27,068
1891	17,845,450	2,492,650	20,338,100	29,182
1892	18,658,200	3,034,000	21,692,300	32,119
1893	18,760,950	3,240,380	22,001,330	34,954
1894	19,125,510	3,043,480	22,168,990	37,124
1895	19,498,660	2,061,770	22,560,430	37,983
1896	19,745,930	3,086,090	22,832,020	38,733
1897	19,670,680	3,181,020	22,851,700	39,384
1898	20,049,890	3,469,630	23,519,520	40,112
1899	21,316,000	3,761,460	25,077,460	42,534
1900	22,355,600	4,050,170	26,405,770	44,778
1901	23,938,860	4,676,950	28,615,810	48,411
1902	30,872,910	5,399,490	36,272,400	56,603
1903	41,106,870	7,108,080	48,214,950	67,265
1904	53,786,070	8,941,560	62,727,630	79,795
1905	69,624,550	10,887,175	80,511,725	101,057
1906	93,855,500	12,333,333	106,188,833	111,717
1907



WINNIPEG

Population, April 1st
(1885), 19,574. ▶

Population, April 1st,
(1902), 48,411. ▶

Population, April 1st,
(1904), 67,262. ▶

Population, April 1st,
(1907), 111,717. ▶

Population, Dec. 31st,
(1907), 118,000. ▶

Total assessable property (1902), \$28,615,810. ▶

CANADIAN PACIFIC TRAIN SHEDS

Having made the trip to Winnipeg, naturally the first thing that a very large proportion of the newly arrived people in Winnipeg see of the city is the Canadian Pacific Railroad Station, into which thousands of travellers and immigrants come each year from all parts of the world and crowd the train-shed platform as shown in this picture. Architecturally beautiful, and finely equipped for the convenience and comfort of the people who gather here, this structure is one of the great centres in a vastly interesting city. Day or night, winter, summer, spring or fall, there are always crowds of men, women and children in the waiting rooms of the Canadian Pacific Railway station in Winnipeg; and here one may see the millionaire and the poor man, the lady in richest garb and the peasant woman wrapped in her shawl and carrying her worldly goods on her back.

WINNIPEG

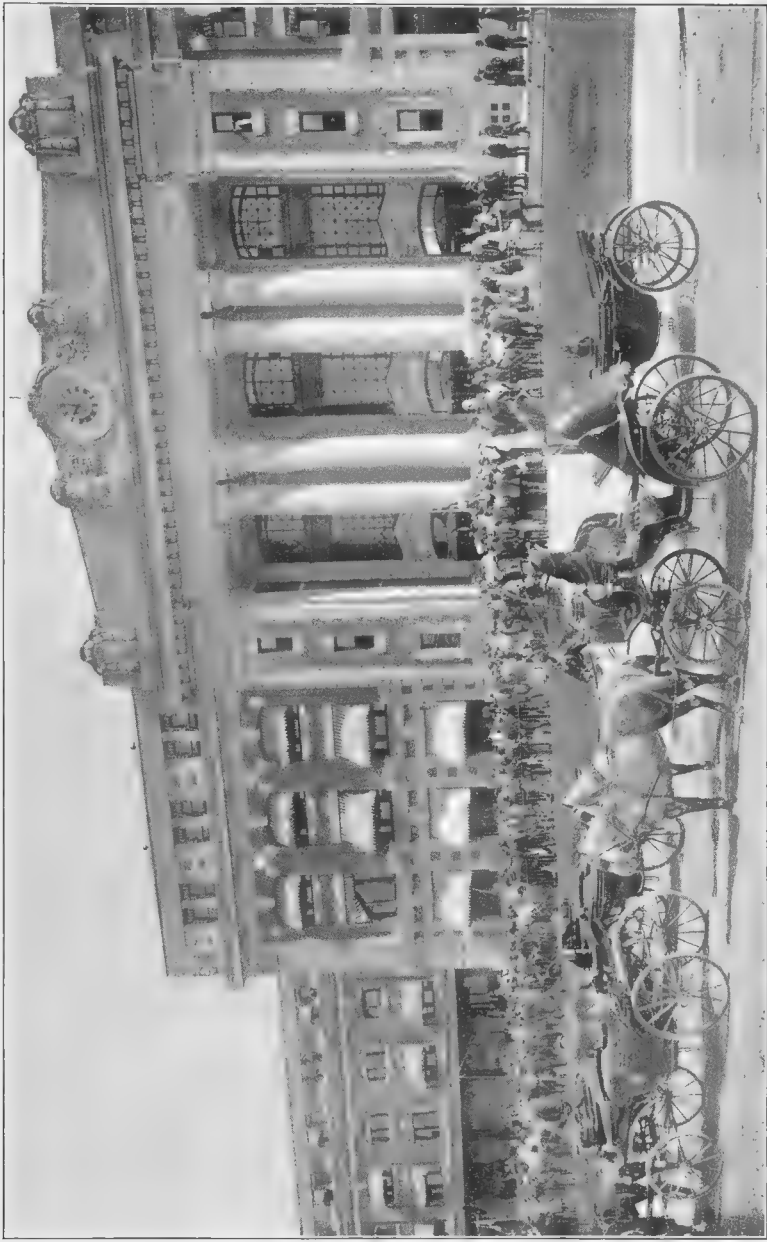
Total assessable property (1904), \$48,214,950. ▶

Total assessable property (1906), \$83,511,725. ▶

Total assessable property (1907), \$106,188,883. ▶

Has an Executive Board of Control. ▶

Has rate of taxation (1907), (16 mills). ▶



WINNIPEG

Owens its own public parks. ▼

Has 170 miles of water mains. ▼

Has 94 policemen on roll. ▼

Has 132 firemen enlisted. ▼

Has 9 fire-hall stations. ▼

Has 36 fire-fighting outfits.

OUTSIDE VIEW OF C.P.R. DEPOT

Entering through the doors leading into the big waiting room from Higgins Avenue side, a stream of hurrying, bustling humanity is met by the new-comer passing out of the station. Looking backward at the station, he sees a colonnaded entrance and facade of dignified appearance and artistic finish. A broad circular drive permits carriages and automobiles to approach the station entrance, and here are waiting the carriages and cabs that convey passengers to the various hotels of the city, which are plentiful in number and excellent in their appointments. Here the traveller begins to realize for the first time, if he be one of the very many who come to Winnipeg with but the faintest idea of what a city is here, that he has come to no frontier town, but to a modern, up-to-date city with all the characteristics of such.

WINNIPEG

Has a high pressure water system (300 lbs. pressure). ▼

Has 160 miles of sewers. ▼

Has 347 miles of sidewalks. ▼

Has 291 miles paved and graded streets. ▼

Has 675 electric street arc-lights. ▼

Has 1,140 fire hydrants.



WINNIPEG

Has 146 profitably operating factories.

Has 29 miles street railway tracks.

Owens its own asphalt plant.

Owens its own city quarries.

Owens its waterworks plant.

Owens its street lighting system.

THEIR FIRST MEAL IN WINNIPEG

True enough, he sees some things to remind him that he is in a new land of refuge for the industrious and frugal from any land and from all lands. By the side of the walk along which he passes he sees the group of peasant women and children from what part of the world he may not be able to tell, but of whom their appearance, and the act they are engaged in, tells him that they are not at all of the conventional American type, and that they come from some of the European countries. Here they sit amid their baggage, and eat their first meal on Winnipeg soil, while the husbands and fathers are away to spy out the promised land—to inquire and be informed where and by what method they can obtain, free of cost, the farm of 160 acres, to secure which they have crossed land and sea, or to secure work in the busy city into which they have come after weeks of travel.

WINNIPEG

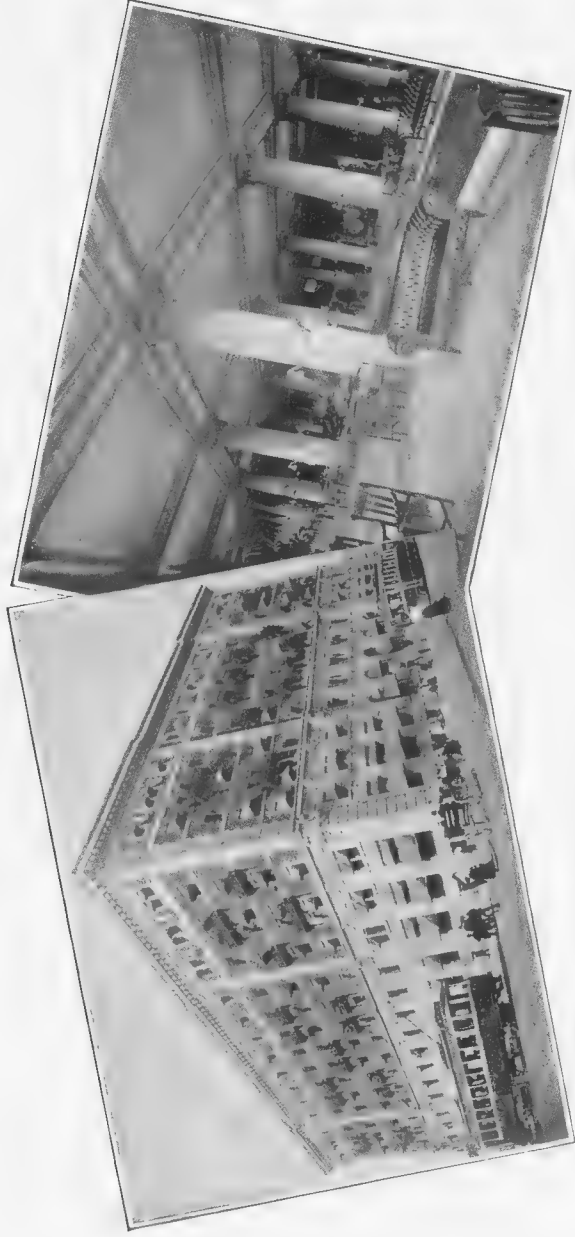
Has an area of 18,990 acres.

Added 18 new industries in 1907.

Output in manufactures, 1900, \$8,616,248.

Output in manufactures in 1905, \$18,923,248.00.

Manufacturers' Association third in membership in Canada.



WINNIPEG

Offers surplus electric power to manufacturers. ▶

Has largest undisputed mercantile territory in the world. ▶

Is the labor centre of Western Canada. ▶

Rolled its first bar-iron (June) 1907. ▶

Shipping facilities best in Western Canada.

ROYAL ALEXANDRA HOTEL

In sharp contrast to this group of poor but cheerful and contented people, just across the street stands one of the many fine hotels erected and carried on by the big C. P. R. Company for the accommodation of guests that travel over their road, or for any others who choose to patronize the best hotel in the place. This is the Royal Alexandra Hotel, a magnificent new structure, containing 400 rooms, 275 of which have private baths and furnishings of the most sumptuous kind throughout, one suite of rooms being especially fitted up for the entertainment of guests of unusual importance, and called the vice-regal suite because the representatives of the British Crown are among those who occupy this suite when business or pleasure calls them to Winnipeg. The Royal Alexandra Hotel is conducted on the European plan, and the particularly fine rotunda here shown has the largest floor space of any hotel on the continent.

WINNIPEG

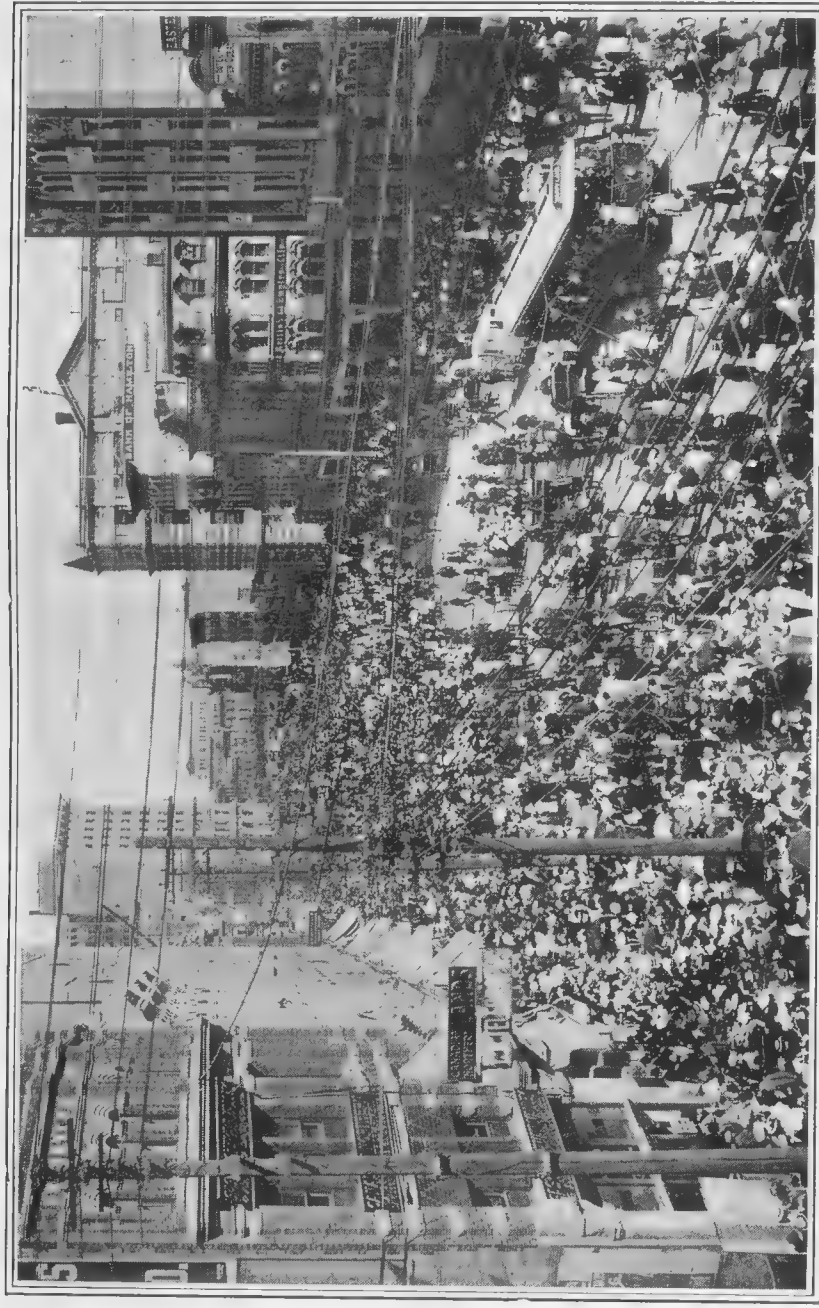
Has large variety natural raw materials tributary to. ▶

Has wholesale production of electricity. ▶

Printing employees number over 1,200. ▶

Has four large abattoirs, doubled capacity last three years. ▶

Has milling capacity tributary to of 35,000 barrels.



WINNIPEG

(Opportunities)

Exports all raw hides,
imports all leather
products. ▶

Farmers waste all flax
straw, imports all
cordage and linens. ▶

Exports large quantities
of wool, imports all
woollen goods. ▶

Imports all its stoves
and ranges, yet leads
as scrap-iron centre.

MAIN STREET, WINNIPEG

Passing along Higgins Avenue to the west end of the Royal Alexandra Hotel, the traveller comes upon the principal thoroughfare of Winnipeg, Main Street, and the very sight of this magnificent thoroughfare thrills his heart and clinches the conviction that here is a city of manifest destiny. Of this street, a writer thus impressed, recently set forth his impression as follows: "Main Street, Winnipeg! Is there in all the world another street like it? There are longer streets in Chicago; streets more crowded by vehicles and pedestrians in London; straighter streets in Philadelphia; and streets more beautiful in Edinburgh; the streets of New York have taller buildings, and many an old world city street take the palm from Winnipeg's broad thoroughfare for quaintness, but where is there another street so new, so magnificently wide, so cosmopolitan in the character of the people who daily pass to and fro over its pavements, so strikingly characteristic of the spirit of modern progress.

Here the peoples of the earth assemble; here they pass to and fro and from here they disperse to cover the broad prairie, to people this new world in city, town or open plain, and to make a new nation the beginning and foundation of which can be seen any day or any evening on this broad pathway of the capital city of Northwest Canada."

WINNIPEG

(Opportunities)

Farmers destroy wheat
straw, imports all
strawboard. ▶

District grows high
grade sugar beets. ▶

Imports a million dol-
lars of sugar annually. ▶

Farmers grow 300 bush-
els of potatoes per
acre. ▶

And Western Canada
imports all starches.



WINNIPEG

(Opportunities)

Wants furniture and manufacturers of footwear.

Wants 25 additional "Made in the West" lines.

Western Canada wants first-class tannery.

Wants capital to build cheap rentable homes.

Offers genuine investors many opportunities.

CITY HALL SQUARE

On the right of Main Street, going South from the C. P. R. Station, and sitting back from the street, is to be seen the City Hall of Winnipeg, built in 1885. The city has grown so fast since that time that there is not nearly enough office room now to accommodate the needs of the several departments that it has been necessary to install from year to year. Public sentiment in Winnipeg is strongly in favor of Municipal ownership of public utilities, and the city already owns, besides the water resources, a civic plant for putting down asphalt pavements, another for granolithic walks and a city stone quarry; work is also in progress for the building of a Municipal electric power plant, which will furnish when completed 40,000 h.p. to consumers at a very low cost.

Passing the City Hall, we enter Winnipeg's banking district. The building on the left in this picture shows the first of the eighteen bank buildings that are included in the short distance along Main Street. These eighteen banks have 40 branches throughout the city, and the total number of branch banks in Western Canada number 472.

It is the pride of the Winnipeg bankers that they have never yet failed to perform successfully the task of financing the great wheat crop of the country, and the failure of a bank in Winnipeg is a thing unknown.

WINNIPEG

(Opportunities)

Offers available factory sites with trackage (cheap).

Is the City for Home or Business.

Has largest undisputed mercantile territory in the world.

Home of Northwest Commercial Travelers' Association.

Home of 1,600 Commercial Travellers.

THE WALL STREET OF WESTERN CANADA



WINNIPEG

Post Office paid money orders (1906), \$2,736,-171.00.

Custom collections, 1907, amounted to \$4,429,-337.

Increase in five years manufactured output 120 per cent.

Inland revenue collections, 1907, \$1,362,-709.65.

Handles the 100 million grain crop of Western Canada.

MAIN STREET AT PORTAGE AVENUE

This view shows Main Street at the corner of Portage Avenue at a quiet time of the day. Here is an important transfer point of the Electric Street Railway system, passengers going west taking the cars here for all points along Portage Avenue, St. James, St. Charles and Headingly, the latter the western terminus of the road and some twenty miles distant. At this corner are the offices of the Canadian Pacific road for the sale of tickets uptown; the Canadian Northern building containing many of the offices of the road; the Canada Life Assurance block and the new Nanton block. Main Street here and all along the five miles of its length is over 100 feet wide between the curbstones with walks 18 feet wide. For the greater part of its length, Main Street is asphalted and the wooden block pavement which covers the rest of the distance will be replaced by asphalt within the next year.

WINNIPEG

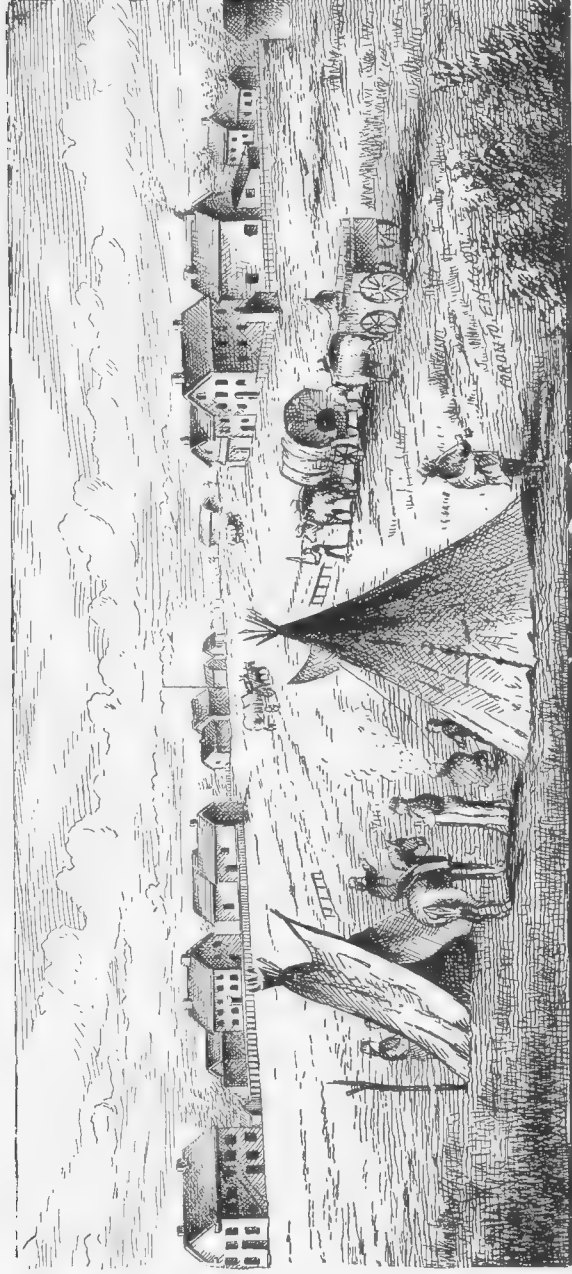
Has eighteen chartered banks doing business.

Banks have forty suburban branches in city.

Banks have 472 branches in Western Canada.

Bank clearings in 1902 totalled \$188,370,003.00.

Bank clearings in 1907, totalled \$599,667,576.



WINNIPEG

Bank clearings increase
1901 to 1906, 371 per
cent.

Is a city of Schools and
Colleges.

In 1900 had 16 schools,
with school population
of 7,500.

In 1907 has 28 schools,
with school population
of 18,940.

Is the home of the Pro-
vincial Institute.

SAME MAIN STREET IN 1870

Look at the same picture of the same place, taken in 1870, only 37 years ago. This is Main Street looking north, as was the case with the last picture. The white streak at the back where the rig stands is what there was of Portage Avenue and Main Street, which were then no more than prairie paths, where those who drove over these impromptu roads were liable to be cast away in a sea of mud, whenever rail fell in anything more than the usual quantity. The principal traffic over what are now two of the finest streets in the world, was the coming and going of trappers, half-breeds and Indians, which took place chiefly in the spring and fall when the few people of the country brought in the spoils of their season's work among the fur-bearing animals, or went, outfitted on credit at the Hudson's Bay trading post, to make another season in the woods, and along the streams where the beaver, mink, otter and other fur-bearing animals were.

WINNIPEG

Is the home of Mani-
toba's Agricultural
College.

Has a free public library
costing \$100,000.00.

Is the political capital of
Manitoba.

Is the educational centre
of Western Canada.

Publishes three live
daily newspapers—
combined daily circu-
lation exceeds 80,000.



A
NEW
MODERN
MERCANTILE
THOROUGHFARE

WINNIPEG

Wholesale Hardware
Houses most extensive
in Canada.

Wholesale Grocers cover
largest territory in
Canada.

Handles hundred million
dollar grain crop an-
nually.

Wholesale turn-over ex-
ceeds \$90,000,000 an-
nually.

PORTAGE AVENUE

Turning west from Main Street, along Portage Avenue, next Main Street the principal business street of the city, the sightseer in Winnipeg finds himself on a magnificent thoroughfare. Asphalted across the entire width of more than one hundred feet of roadway, Portage Avenue is flanked on either side by broad granolithic walks faced on their inner side by fine stores and business blocks. This street follows the route of the old Indian trail that led from Fort Garry to the West, but it bears little semblance now to the narrow pathway along which the Red Man dragged his laden tepee poles or walked, if his business made it necessary, in single file after the fashion of his kind. Where the Indian ponies loped along, swift electric cars, swifter automobiles and carriages of all sorts, both private and public, make their rapid way, the level, smooth pavement affording the best of surfaces for speedy and easy locomotion.

WINNIPEG

Inspected 73,097,950
bushels of wheat in
1906.

Is the greatest grain
market in the British
Empire.

Had largest cattle ex-
porter in the world in
1906.

New buildings erected
in past four years,
\$39,544,150.



WINNIPEG

Publishes (42) weekly and monthly publications.

Publishes Industrial Bulletin (free information); write for it.

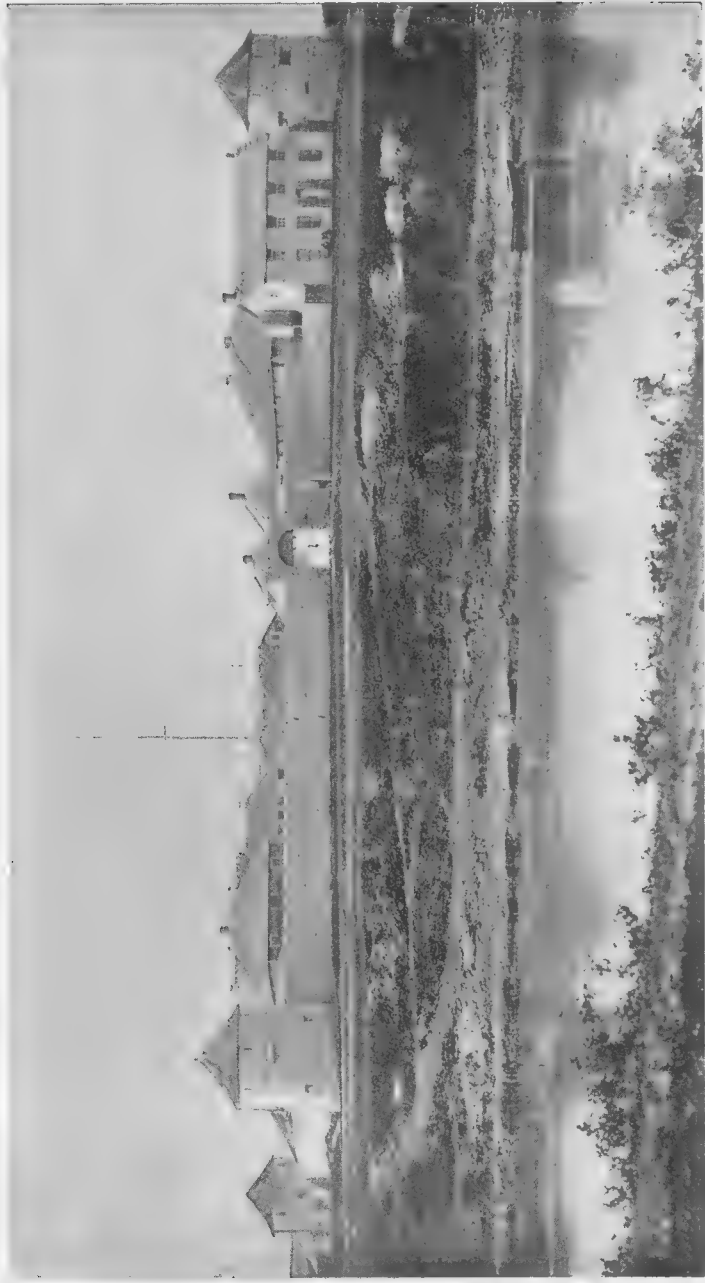
Has 115 churches—many denominations.

BROADWAY

Not all of the streets of Winnipeg are given up to business, however. There are many miles of residential streets, where, along asphalt pavements in the middle are stretched long reaches of boulevards, long rows of trees that are delightfully cool and refreshing to look upon in summer time, when they are clothed in foliage that no soil save that of the tropics produces in such luxuriance as does the soil of Manitoba. One of the most beautiful of these thoroughfares is Broadway, well and truly named, with double tracks for the electric cars, trees and grass on each side of the car tracks, a double roadway for wagons and carriages, and yet other strips of grass and rows of trees before the granolithic walks that front the limit of private property that lies along this truly magnificent street.

WINNIPEG

Religious census based as per 100,000 population gives:—
 18% Presbyterian.
 17% Church of England.
 15% Roman Catholic.
 13½% Methodist.
 5% Baptist.
 5% Hebrew.
 7% Evangelical Lutheran.
 3¼% Congregational.
 1% Salvation Army.
 7¼% Other denominations.
 8% No preference.



WINNIPEG

Has lake resorts North,
East and South.



Has five theatres; seating capacity, 5,086 people.



Holds Western Canada Industrial Exhibition.



Has "Happyland" a carnival of fun daily.

OLD FORT GARRY

Here is what the City of Winnipeg sprung from: A stone and mortar fort and trading post on the Red River. This shows the fort in 1872; walls loop-holed for rifle fire and bastions at the corners, from which a good view of all the country around could be seen and where cannons were mounted in the early days when it was necessary to provide defence against the Indians. Those days were not so early, either, and this part called Old, or Upper Fort Garry, is not more than sixty or seventy years old. When it was built by the Hudson's Bay Company, there was need of defensive measures—twice within 38 years there have been rebellions of the half-breeds in Manitoba—but now the Assiniboine River flows peacefully past the fort, hearing nothing more hostile than canoecists in search of pleasure.

WINNIPEG

Holds annually its—society—"Horse Show,"



Has 316 acres park play grounds.



Has two river rowing courses.



Has 82 miles boulevard-ed streets.



OPINIONS OF

EMINENT MEN

↑
 Rudyard Kipling, before the Canadian Club, Oct. 4, 1907, said:

"I went away for fifteen years, which in the life of a nation is equivalent to about fifteen minutes in the life of a man. I came back, and I find the Winnipeg of to-day a metropolis. (Cheers.) This morning I have been over, perhaps, more than sixteen or twenty-

ELM PARK ON A HOLIDAY

On a peninsula, formed by the sharp windings of the Red River, is Elm Park, one of the chief beauty spots of Winnipeg's environs. Elm trees are not very common in this country, but in this natural tree growth that makes up Elm Park, there are some magnificent specimens of the elm. The whole peninsula is covered with a purely natural growth of tree and bush, which makes it a delightful spot for a summer outing, and as such Elm Park is used by thousands of people in the summer. A pontoon bridge spanning the river affords communication to Elm Park, and a summer Saturday afternoon or Sunday at this beautiful natural park is a thing not to be lightly estimated. Many of the wild flowers indigenous to the soil are found at Elm Park in their season, and hundreds of birds build their nests in its trees and shrubs.

30

OPINIONS OF

EMINENT MEN

↑
 two miles of asphalt, looking at some small part of the principal portions of your most marvellous city. I have seen all the buildings that you have created for your convenience, for your trade, for your necessities, for your justifiable pride and your luxury, and above all, for the education of your children.

"The visions that your old men saw fifteen



OPINIONS OF EMINENT MEN

years ago I saw translated to-day into stone, brick and concrete. The dreams that your young men dreamed I saw accepted as the ordinary facts of everyday life, and they will, in turn, give place to vaster and more far-reaching imaginations. Gentlemen, this record of unsurpassed achievement, and my admiration for it is as keen as my envy."

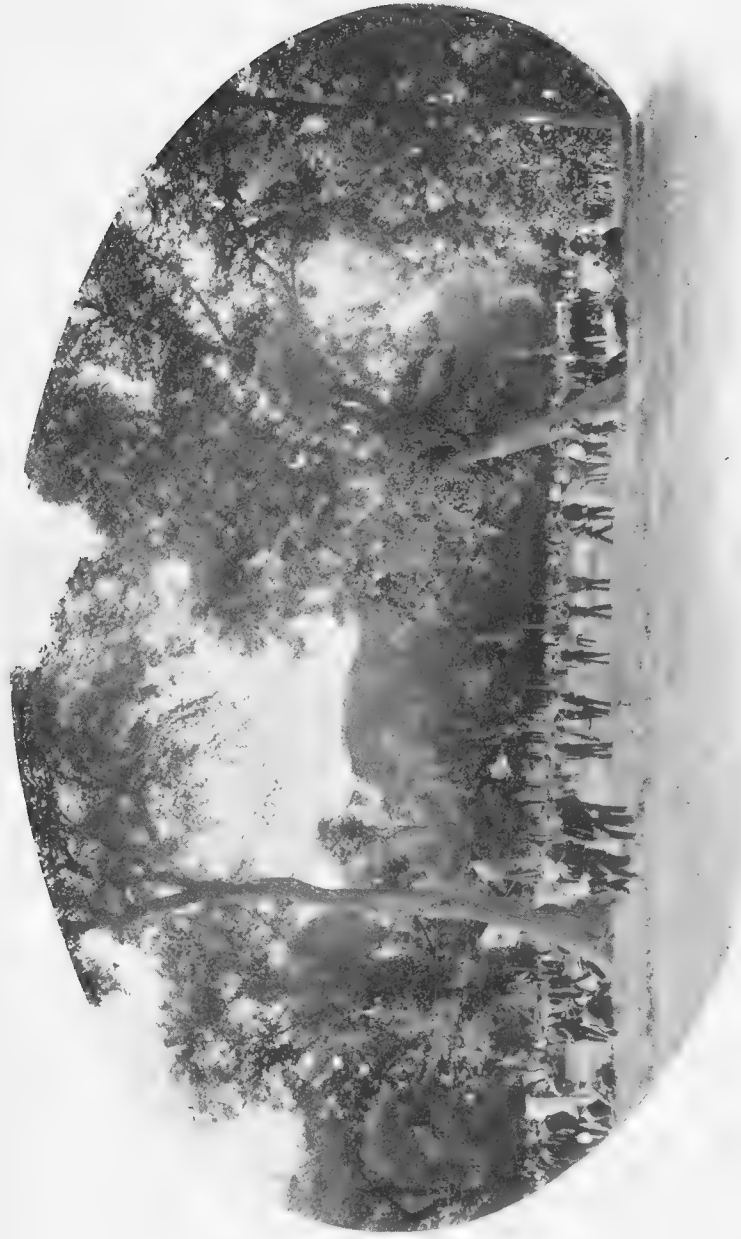
WELLINGTON CRESCENT

Taking warning from the failure of other cities to pay sufficient attention to the esthetic in laying out of streets and avenues, Winnipeg has made far greater progress toward the city beautiful than have many of the older cities which have been deterred by the necessity of tearing up old things to make way for a new and better order. By the laying out of such streets as this—called Wellington Crescent—Winnipeg has saved itself a deal of future trouble and has earned the hearty thanks of all who appreciate the value of beauty in everyday life. Laid out in graceful curves and bordered by estates wherein the owners have striven to preserve and enhance the beauties of natural surroundings, rather than to destroy them in favor of the finely artificial, Wellington Crescent is a beauty spot in summer and does not lose its attractiveness in winter.

OPINIONS OF EMINENT MEN

Edward E. Higgins,
President "Success"
Magazine, New York

"It is the story of an opportunity—the last of its kind on the American continent, if not in the world—an opportunity so exceptional, so remarkable, so fraught with the promise of honestly gained wealth to the humblest worker with the spark of ambition in his breast—that



OPINIONS OF

EMINENT MEN

it would be almost a crime not to spread the knowledge of it broadcast throughout the land. In the great Dominion of Canada, stretching 3,000 miles east and west, and covering an area of 3,750 square miles, there lies a bottle-shaped tract of the richest wheat-growing virgin prairie, bounded on the south by our wheat-growing states of

IN A WINNIPEG PARK

Neither is the country about Winnipeg the treeless waste so often pictured in the minds of those who do not know it. Long stretches there are without trees and flat to the point of monotony to those who fail to see the dignity that attaches to all things large and apparently boundless—like the ocean, the prairie and mountains—but here there are stretches of wooded country, too, and rolling bits that, clothed with “bush,” as all woods and timber are called here, make charmingly cool and shady spots for summer outings. A particular instance of this sort of place near Winnipeg is Elm Park, located on a peninsula formed by the winding course of the Red River. Here are lofty elm trees and a beautifully wooded spot of many acres in extent, which forms an ideal place for a park and one highly appreciated by the people of Winnipeg, as may be gathered from the picture showing groups of Winnipeggers who have sought Elm Park for an outing.

OPINIONS OF

EMINENT MEN

Montana and Dakota, on the west by the foothills of the Rocky Mountains, on the north by the vast, dark forests of the old Hudson's Bay trappers, and on the east at the neck of the bottle by Winnipeg.

“Into this rich ‘promised land’ westward through the Winnipeg gateway from Eastern Canada and Europe, and northward over the bor-



OPINIONS OF EMINENT MEN

"der lines from 'The States,' are already pouring thousands upon thousands of sturdy, bright-faced, well-clad Americans, Canadians and Englishmen, with other thousands of the Continental immigrants who have been wont, hitherto, to regard the United States as their final home. Out of this land, eastward through Winnipeg to the Great

A NEW STREET, FORT ROUGE

Winnipeg has grown faster than the proverbial weed during the last few years, but let us say there is nothing else like the weed about the city except its wonderful growing qualities. The great push of people into the Gateway City of the Canadian Northwest has caused Winnipeg to grow and to expand so that there are miles of streets leading through just such places as are to be seen in the picture. Following close upon the course of other streets that were new and unfinished only a year or two ago, and are now lined along both sides with unbroken rows of fine houses. This street will soon be built up and instead of the rounded dirt that is here now, there will be smooth asphalted pavement flanked along either side by rows of beautiful trees and grass boulevards.

OPINIONS OF EMINENT MEN

"Lakes, is rushing, as constantly increasing, a torrent of rich, golden grain as the railroads, already overwhelmed with their sudden prosperity, can transport. Into it, again, still through the ever necessary Winnipeg, the return freight cars are hurrying rails, ties, ballasting materials, and laborers for the thousands of miles of railroad



OPINIONS OF EMINENT MEN

main lines and branches which are to open up still farther the new country, doubling and trebling, so it is believed, the land values of to-day. All of a sudden—in barely three years past—has this great surge of settlement come, invited and promoted by as perfect, as far reaching, and as wonderful an international organization of

A STREET IN THE MAKING

During the time that elapses between the time of its being as it is now and as it shall be in the future, there may be a time when that street in the rough will come to look like this; that is, it may have asphalt pavement, granolithic walks and shade trees, and there may be very few houses on it for a short time. Money has been made so rapidly in Winnipeg during the past fifteen or twenty years that many of the people who have been in business here during that period are in circumstances that make it possible for them to have grounds surrounding their homes that are extensive and parklike in their nature; as a result of this there are many estates where spacious lawns and land given up to trees and shrubbery surround the houses and skirt the streets with grounds that are too attractive to become sacrificed to the demand for smaller holdings of real estate.

OPINIONS OF EMINENT MEN

education as was ever created by government and railroads in co-operation."

Rev. Neil Herman, before a Halifax audience:

"When you take everything into account, when you study all the conditions that naturally increase and decrease population, business and progress of every sort,



OPINIONS OF

EMINENT MEN

Winnipeg presents to us a miracle of growth without a parallel on the continent of America, and that great city is the thermometer that is registering the temperature of a country that is bound to be one of the greatest national assets of the entire British Empire."

SHELLS ON THE RED

This picture shows some of the four-oared shells out for practise spins on the Red. Crews from this club have distinguished themselves very highly in rowing regattas. In 1900 a four-oared crew from the Winnipeg Rowing Club, competing in that premier event of its class in the world, the English Henley, finished a good second to the best that England could produce, and afterwards toured the country winning at the London Rowing Club regatta, the Thames Rowing Club and that of the Irish Rowing Club meeting, in these events, the next best crews of all Great Britain. At Minnetonka last year the Winnipeg eight-oared seniors won their race from the clubs that compete in this United States' event and also won in the four-oared 130 pound class. There are many fine single scull oarsmen in the club as well, but the highest ambition of the club is to win the great Henley event, a feat which they modestly say they hope and intend to accomplish.

OPINIONS OF

EMINENT MEN

J. A. Sandbrook (Western Mall), Cardiff:

"Canadians may boast of their grain harvests and their Manitoba No. 1 hard wheat; but Winnipeg is far and away the most wonderful thing ever yet grown on the prairie. Its population is smaller than Cardiff's, but the bustle and business of its streets are as big as Birmingham's. It has the largest train-



OPINIONS OF EMINENT MEN

yard in the world, with 110 miles of siding.

"It goes without saying that the manufacturer first in the field will have a big advantage."

Hamilton Fyfe to London Daily Mail:

"No city anywhere is growing as fast as Winnipeg at present. Within the last few years it has spent over four millions sterling upon new buildings. Its population increased from 90,000 in June, 1906, to 111,000, according to the

NORWOOD BRIDGE

When the old Fort was in the hey-day of youth, those who had occasion to cross the river had to make their way over in canoes, and when the river was swollen by spring floods this was often no easy task. Now there are ferries run by gasoline engines, and in some places by the very current that was then so obstructive of travel. These are beyond the city limits, where travel is not frequent to warrant the building of a bridge, but in Winnipeg, where the travel demands it, there are bridges both wide and substantial, like Norwood, shown above. The picture shows a customary gathering on the bridge in the spring, when "the ice goes out." The river at this season of the year, choked with floating ice and swollen by the spring freshets, is a wonderful, and often awesome, sight, and to look upon it thousands of people gather while the flood time lasts, seldom more than a few days and often not more than a few hours.

OPINIONS OF EMINENT MEN

official estimate in April, 1907. It swallows up more and more of the prairie every month."

James J. Hill:

"There is one place we cannot get away from, and do not want to get away from, and could not if we would—and that is Winnipeg. Every railroad from the east to the west has to pass through this gate; if it did not it would not serve the country; and if it did not serve the country it would not be a good investment."



AS OTHERS

SEE US

Agnes Deans Cameron,
Metropolitan Magazine,
June, 1907:

"Never was a frontier
conquered so noiselessly,
and never in the world
was history made and
geography changed
so rapidly. Atlases of
Western Canada of the
vintage of any previous
year are useless and statistics
a month old are
stale.

"And yet statistics
when compiled with

ON THE RIVER BANK

On the River bank on the outskirts of the city are beauty spots where the people go in summer to live in cottages or tents, or to spend their leisure hours in walking about the fields and woods that are here. In these environs of Winnipeg are found wild flowers in great profusion and of magnificent growth, owing to the richness of the soil and the alternating showers and sunshine that mark the spring season and produce wonderfully luxuriant vegetable growth. Birds, too, of many kinds and in remarkable variety are here in the nesting season, many of them birds that winter in the far South, and are seldom or never seen by the people who live in the country that lies between the winter and summer homes of these songsters.

AS OTHERS

SEE US

ordinary care tell best the story of development. Take, for instance, the one city of Winnipeg as a type of Canada's western towns. What has hard wheat done for Winnipeg? It has given her a building expansion in 1906 greater than that of any other city of her population in America. Winnipeg has a population of 100,000. She took out during the year 2,508



AS OTHERS
SEE US

building permits, representing \$12,700,000 worth of construction. The Government for the same period credits Minneapolis with a building growth of \$4,800,000, and Minneapolis is twice as large as Winnipeg and considers that she is not slow. Denver, with a population one and one-half times that of Winnipeg, expended \$4,300,000 on new buildings, and in-

THE MANITOBA AGRICULTURAL COLLEGE,
WINNIPEG

The history of this young institution reveals advancement not equalled by any similar institution in the world. So great was the success of efforts put forth that it was found necessary to add to the original buildings the new building on the left for the accommodation of the 135 farmers' sons who now form the various classes in the work of education of a higher standard of this most important industry to the province. The new residence to the South-west of the administration building is named "Roblin Hall."

Two years ago, when the college began operations on the farm, only ten acres were cleared. The farm has now a total of 117 acres. So productive is the soil about Winnipeg that last season ten acres of registered Banner oats yielded eight hundred and thirty-eight bushels. Other crops gave similar returns. The present staff hold the confidence of all the students and parents, and have thus laid the foundation of the Manitoba Agricultural College that will in a few years be numbered among the most powerful forces in Canadian Agriculture.

AS OTHERS
SEE US

dianapolis, St. Paul, Columbus, Ohio, and Providence, R.I., each spent less than four millions.

"Winnipeg's bank clearings tell an interesting tale. In 1901 the total volume for the year was \$134,000,000, and in 1906 it was \$504,000,000, practically for the past five years an increase of \$100,000,000 a year. Is there a city anywhere with a richer hinterland."



AS OTHERS SEE US

▲

Edward G. Lowry, in
Evening Post, New
York:

"Here is a city now
made rich by wheat in
fulfilment of that old
prophecy. It is the larg-
est city between Ottawa
and the Rocky Moun-
tains. The principal
business streets are
broad and lined with
modern brick mercantile
and office buildings. The
homes of its people are

"MYOPIA" DOING HIGH JUMP RECORD, 7 ft. 6 3/4 in.

Fair time in Winnipeg is Western Canada's holiday. Having the advantage of such complete transportation service, the Winnipeg Industrial Exhibition can offer a most varied and complete programme of attractions annually.

It draws to Winnipeg multitudes of exhibitors and multitudes of spectators, and in the bringing together of these two classes, there originates an enormous amount of business, and in this way the Exhibition is playing an important part, not only from an immigration standpoint, but also assists in the industrial and commercial upbuilding of a vast country whose possibilities could not be better exploited than at this great annual event.

The Fair is held in July of each year, and continues for eight days; to those who are interested, information may be had freely by addressing A. W. Bell, Manager, Winnipeg, Canada.

AS OTHERS SEE US

▲

large, clean and attractive; their lawns are well kept. An adequate street railway system, with large modern cars, gridirons the city. The new Canadian Pacific Railway's hotel, the Royal Alexandra, is comparable with any in New York, except three or four of the finest and newest. The city has not got over its youth or the self-confidence inseparable from that desirable stage.



AS OTHERS

SEE US

"Winnipeg is the clearing house through which must pass the east and westbound traffic for its rich tributary country—that is, Manitoba."

The Commercial West, Minneapolis, April 6:

"Take the three-and-a-half limit from the Post Office, and we see that Winnipeg is intersected by eleven fully con-

STOCK PARADE, WINNIPEG INDUSTRIAL EXHIBITION

For sixteen years, under the guidance of men of broad views and optimistic foresight, the live stock exhibits at the Fair have grown to that extent that Winnipeg is now classed as the Red Ribbon Fair for high bred stock.

The Exhibition is the annual market place of a great purchasing element not only of live stock, but the machinery and manufacturing halls are crowded with people from opening until closing dates watching with keen interest any improvements in labor-saving farm machinery that is so necessary in the cultivation of such large and productive farms as are general throughout Western Canada.

AS OTHERS SEE US

structed lines, and two others under construction. Take the work of the City Council, which has spent in local improvements \$1,300,000 in 1904, \$2,140,000 in 1905, and \$2,500,000 in 1906. Then take the cost of new buildings, than which no better evidence of expansion can be found. Genuine activity in all classes of building commenced in



AS OTHERS

SEE US

1903. the total of that year aggregating \$5,600,000, or more than a million pounds, over double the total of the preceding year. In 1904 the sum spent was \$9,650,000, in 1905 \$10,800,000, and last year very close to thirteen millions. There is nearly 100 miles of paved streets, and something over 140

GRAND STAND, WINNIPEG INDUSTRIAL EXHIBITION

The Grand Stand, as shown above, holds over 12,000 people, facing the home stretch of a half mile track, where some of the finest speeding contests in Canada have taken place.

The best attractions that can be presented before such a large course of people, are drawn from all parts of the continent.

Opposite the grand stand and on the side of the track is situated the special attractions platform, filled with every appliance for the display of acrobatic feats and band competing events.

Every train coming into Winnipeg during this great eight-day affair brings thousands of people to the city from all parts of the Western Provinces and Northwestern States.

AS OTHERS

SEE US

miles of sewers, and the population, which was scarcely over 30,000 in 1896, now is over 100,000. The tremendous expansion in Bank Clearing House returns is demonstrated by the fact that in 1902 the total was something under \$189,000,000 and last year within a fraction of \$600,000,000."

AS OTHERS SEE US

Canada West Magazine, May:

"Standing at the gateway of Western Canada, with an unlimited market before her, Winnipeg has demonstrated the fact that there is no such point of vantage in the Dominion of Canada, nor perhaps in the entire North American continent, in which capital can be invested judiciously. Therefore,

AS OTHERS SEE US

with the eyes of the entire civilized world centered upon the great grain growing sections of Canada that lie at her very door, it is little wonder that this wonderful city, that already numbers over 100,000 population, with its unsurpassed railway facilities and the best labor market in all Canada, is at present attracting more capital than any

WINNIPEG COURT HOUSE

On Kennedy street is the Court House, where the Court of Assizes and the Court of Appeals hold their sessions. The Assizes Court corresponds very closely to the Court of Common Pleas of the United States Court system, and the Court of Appeals takes the place of the Supreme Court of the judiciary of some of the States. The Winnipeg home of the judiciary is in two sections, the old and the new, and the newer portion—that on the left of the picture—is a building of fine architectural effect. The Law Court buildings are set in the midst of a well kept plot of land with a fine lawn and shrubbery that adds very greatly to the general effect of buildings and grounds located on Broadway and Kennedy streets.





AS OTHERS SEE US

other place in the Western hemisphere; in fact, by all the rules of geographical advantage and the conditions governing the most strategic point in one of the richest and most productive countries upon which the sun ever shone, Winnipeg's claim to precedence as a base of operations and distributing point for industrial products cannot be gainsaid."

WINNIPEG POST OFFICE

Passing through Kennedy Street and down Portage Avenue, we shall see on the right, going East, the fine new Post Office building. This structure is in every way calculated to supply the needs of the city for postal facilities adequate to a place as large as Winnipeg, and one wherein there is a constant inflow and outgoing of mail matter far greater in proportion to the size of the place than is the case of older communities and less busy ones. The business transactions of a city so busy and active as Winnipeg call for the transmission of immense quantities of mail matter, and to this is added the presence of thousands of strangers, between whom and their former homes their pass letters and other mail matter in volume to tax the best service that can possibly be had. The mail service of Winnipeg is excellent in all parts of the city, having two daily deliveries, and the business portion four.

AS OTHERS SEE US

Colliers, September, 1907:

"South of parallel 49 the story has been told. Great harvests have been reaped. Immigrations numbering millions came to do the task. They fell back into the towns and did their part to make Chicago, St. Louis, Kansas City and Omaha. On the great plains of Canada's west this great drama is be-



AS OTHERS

SEE US

ing enacted anew. The wheat fields of Manitoba are making a world-important metropolis of Winnipeg."

Canadian Courier,
Toronto, May 25:

"Winnipeg's broad boulevards, and long, paved, and well-lighted streets, bordered by an ever-increasing array of fine buildings, make it

AS OTHERS

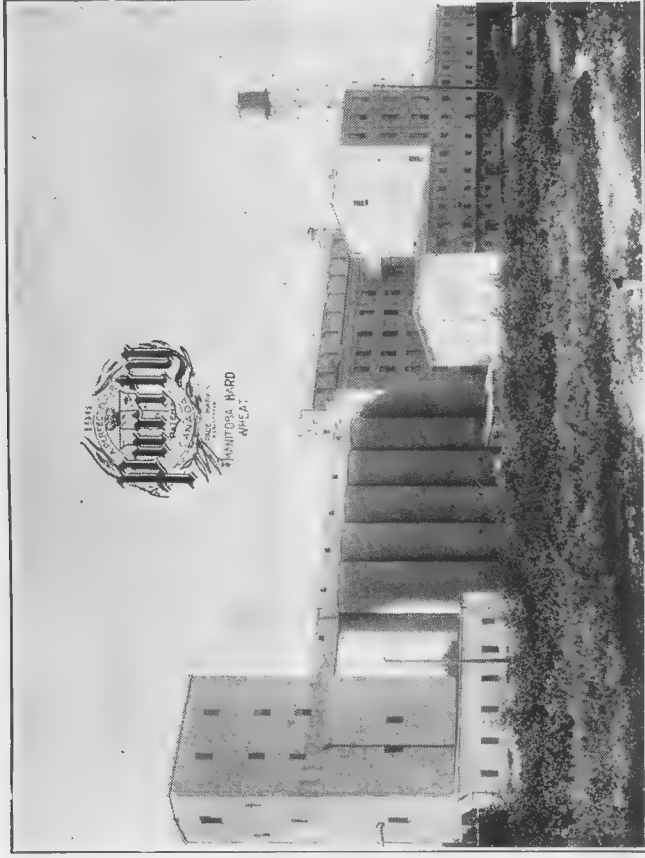
SEE US

look more like a city a century old.

"The city is now fairly throbbing with life and energy in its efforts to keep pace with the marvellous growth of the West. Manufacturers are coming in, wholesale firms are adding storey after storey to their warehouses, business blocks of great dimensions are now in course of construction,

OGILVIE'S BIG FLOUR MILL

In all the list of varied manufactures - which have grown up in Winnipeg—and there are so many that their output for 1907 has been estimated by competent authorities at \$25,000,000.00, none is so great in point of money invested and value of product as the manufacture of wheat and other grain into food. The Ogilvie Flour Mills have a daily capacity of 3,500 barrels of flour. Of course it is a perfectly natural thing for this sort of mill to be established and to grow larger and larger in a country where 200,000,000 bushels of wheat, oats, barley and flax are grown in a year, and where the resources of the rich prairie land have scarcely been touched as yet. Manitoba has the largest average crop of wheat per acre of any country in the world where the grain is grown on a large scale, and as a consequence of this, it has, too, the biggest flour mills in the world.



AS OTHERS

SEE US

and the residential portion of the city is spreading out at a pace unprecedented in the annals of any other city of the size on the continent.

"During last year the total cost of new buildings constructed amounted to \$12,760,450. These figures, added to those of 1902-3-4-5 give a total of \$42,500,000 spent in new buildings in the last five years.

WESTERN CANADA FLOUR MILLS

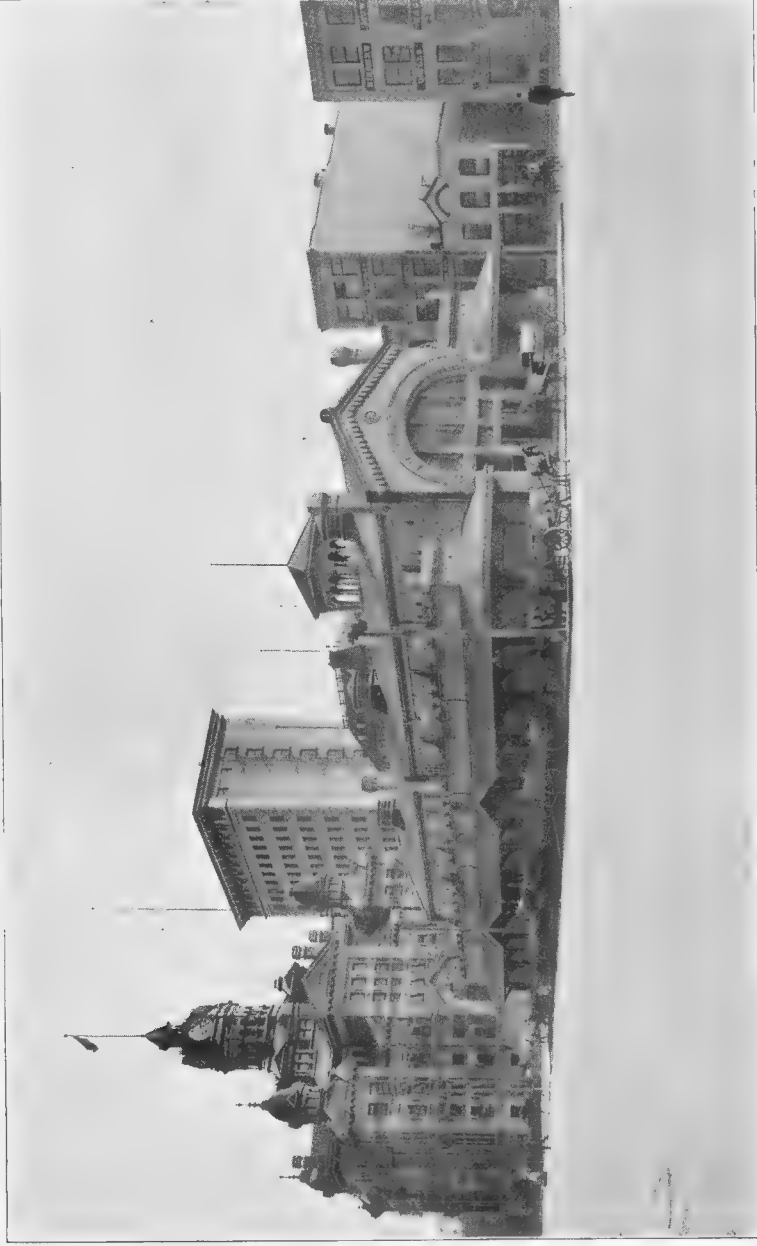
Another big flour mill of Winnipeg is the Western Canada Flour Mills. This company has an immense mill and elevator. The daily capacity of the Western Canada Flour Mills' Winnipeg plant is 4,000 bbls., and flour made in Winnipeg goes in great quantity to Great Britain, besides supplying the home market, which is no small matter, the demand of Winnipeg and the surrounding country being one made up of strong, hearty men, women and children, who are for the most part engaged in the work that calls for hearty food and plenty of it. To supply this demand, the products of the Winnipeg flouring and rolled oats mills do a great deal, and this one industry alone contributed to the value of manufactured products of Manitoba for the year 1906 no less than \$8,809,833.00, and paid in wages to employees the substantial sum of \$428,158.00 on a capital invested of \$6,551,433.00. It is not so many years ago that men yet alive can recall the time when the only mills in Manitoba for grinding wheat were small affairs that were worked by hand, and produced only a very small quantity after the expenditure of a deal of time and much hard labor.

AS OTHERS

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The realty values of the city in 1900 amounted to \$26,973,650. Compare these figures with those of 1907—for it was only a few days ago when the assessment commissioner handed out the approximate valuation at \$95,000,000.

"With each year's growth of the Canadian North-West, Winnipeg advances in proportion, and some idea of the



AS OTHERS

SEE US

close connection between the two may be formed when it is known that as a financial centre Winnipeg is classed at the head in bank clearings increased percentages. The past increase over 1905 was 36.42, and since 1902, bank clearings, which then totalled \$188,370,003, have increased to \$504,585,914. It sounds big to those who are not familiar

WINNIPEG MARKET

Just in the centre of the city, directly at the back of the City Hall, is the public market place of Winnipeg. Here, inside the market building, are the stalls of dealers in meat and provisions, and outside, drawn up along the curb or backed up to it, stand the wagons or sleighs of farmers and dealers in all sorts of agricultural products, and in the winter in fish of all the kinds that are caught in the great fresh water lakes. It is a unique sight to pass along the sides of this market building in the winter and see the sleds piled high with fish that are frozen so hard that they are stacked up like sticks of wood, with jack-fish two or three feet long stuck along the sides of the sled, like stakes to keep the other fish from falling out. Whole pigs, beef in quarters, and all sorts of garden vegetables are brought here, and for two or three weeks before Christmas a portion of the wide street space that surrounds the market is given up to the storing of Christmas trees for sale, the trade in these amounting to as much as \$5,000.

AS OTHERS SEE US

with the fact that in Winnipeg there are the largest individual railway yards in any one city in the world. Yet this is a fact, and the railway facilities are only in the making. The 'Hill system' have recently purchased a right of way into the city at a cost exceeding \$2,225,000. The new Grand Trunk Pacific has only recently broken ground



AS OTHERS

SEE US

on their new shops, outside the limits, which will mean, when completed, an outlay of at least a million dollars. The Canadian Pacific people are this spring spending over \$500,000 in additions to their present large shops, where they now employ over 2,800 men."

SUBWAY—NORTH SIDE

Beyond the railroad tracks Main Street extends North for some two miles, the same dignified, broad thoroughfare, and asphalted across its centre breadth of 100 feet or more. There are not so many big buildings here, but the city grows Northward as well as South, and here the street-car line extends to Selkirk, 24 miles North of Winnipeg, and the place which was at first selected for the sight of Winnipeg by the early settlers. The Selkirk line of road is being equipped with electricity, as a change from the steam road from Winnipeg city limits, and cars will shortly be run by electric power, supplied from the street railway power plant on the Winnipeg River, sixty miles from the city, where the company develops some 20,000 horse power from falls in the river. At Point du Bois, the city of Winnipeg is building an electric power plant that will develop 50,000 horse power when finished, and will supply not only power for city lighting and heating, but will furnish cheap power under municipal ownership.

AS OTHERS

SEE US

The Toronto News of May 1st:

"It is interesting to note the statistical progress of this really wonderful city, a progress which has astonished even the people of the United States. The realty value of Winnipeg has increased from \$27,000,000 in 1900 to nearly \$85,000,000 in 1906; the population has increased from 48,000 to 101,000 in



AS OTHERS

SEE US.

the last five years, the increase in 1906 alone being over 21,000 people, equal to fifty-seven new residents for every day in the past year.

"In the same period—five years—the bank clearings have increased from \$188,000,000 to \$504,000,000, the increase in 1906 alone having been 36 per cent. over 1905. The customs returns have increased in

A PLACE OF REFUGE

The Winnipeg park system includes some 316 acres of land devoted to parks, large and small, and a prominent feature of the system is the number of small parks that have been established in various parts of the city. Made bright with flower beds and blooming shrubs, and beautiful with alternating trees and stretches of green turf, these parks are ideal retreats for women and children during the heat of midsummer days and afford cool and quiet resting places for men returned from work in shop or office. To add to the restfulness and charm of summer evenings spent in these city parks of Winnipeg, the civic authorities provide free music, given in band concerts, the plan being to have the band that furnished music visit the small parks that are located in different sections of the city, in turn, so that as many of the people may be benefitted as possible. This plan has been found to work well, and the free band concerts are well attended.

AS OTHERS

SEE US.

just about the same proportion, and Winnipeg is now third among Canadian cities in the volume of its customs imports, the duties collected in 1906 amounting to more than \$3,600,000. Even these figures, however, do not give a proper indication of the imports of Winnipeg houses, as a large proportion of goods are brought in through east-



AS OTHERS SEE US

ern customs ports and the entry is made there.

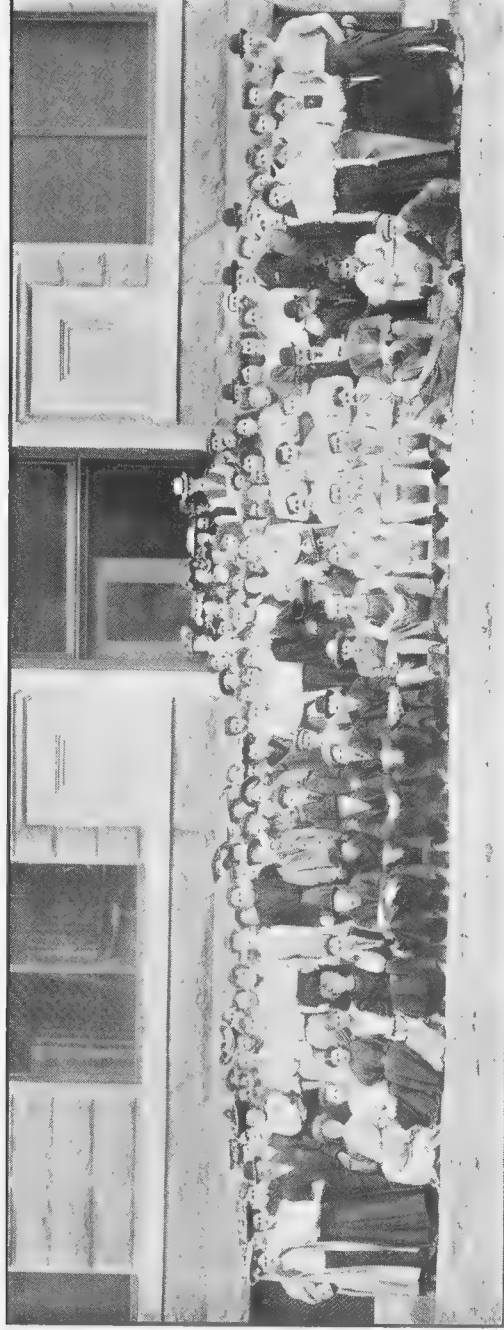
"The construction of the Grand Trunk Pacific Railway will lend a tremendous impetus to Winnipeg, an impetus which is already being felt in the increase of outlying real estate values in connection with the proposed works of the company, as well as those in the centre of the city. The market of

THE PARTING OF THE WAYS

Far from being, in itself, a place of trees and forest, the soil about Winnipeg responds so generously to any effort to make it produce vegetable growth of any sort at all suited to the climate, that the trees and shrubs, natural and artificial, that are fostered by the care of the Park Board of Winnipeg, grow with gratifying luxuriance. Most of the trees are not tall, and in winter they look very small, and somewhat stunted, to the eye accustomed to look upon a land of forests and big trees, but nothing could be more surprising to one who first sees the trees of Winnipeg in the winter than to view them in their summer dress. One week they are bare and stretch slender branches towards the sky, and the next they are dressed in splendid green and make deeply shady the very ground upon which only a few days before their naked twigs and limbs made only fine tracery of black lines.

AS OTHERS SEE US

a country which is increasing in population at the rate of 200,000 a year is well worth looking after, and when one considers that the wholesale turnover of Winnipeg in 1906 was approximately \$80,000,000, it is clear that there are vast opportunities for the manufacturers and investors of Eastern Canada in such a field. Railway enterprises of



AS OTHERS SEE US

great magnitude are going on, and large amounts of money will be spent for several years to come, with Winnipeg as the chief distributing point.

"And Winnipeg is prepared to take advantage of its future. The city has a fine system of public parks and a free public library which cost \$100,000. It owns its own waterworks, street light-

NOON-DAY, PASSING A CANDY AND BISCUIT FACTORY

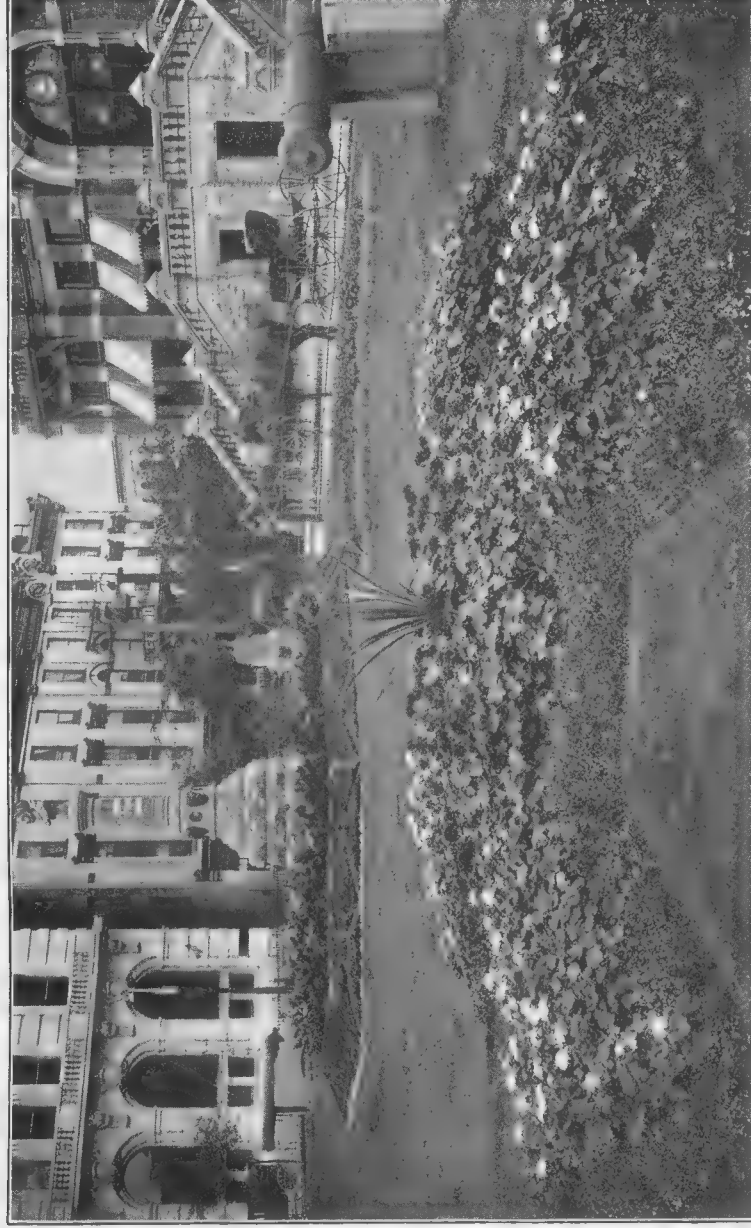
This picture illustrates what can be accomplished by enterprise and money at Winnipeg. Starting operations four years ago with a staff of less than sixty hands, this factory, along with the wholesale warehouses operated in connection, employed over 300 hands in 1907.

As a manufacturing city, Winnipeg is now fourth in the whole Dominion. Eighteen new industries started operations in the past year (1907). 146 factories are now located in the city, and they employ a total of 12,650 hands. The output of Winnipeg factories in 1906 was valued at \$18,983,290, an increase of 125% over that of 1901, when the total reached \$8,616,248.

Employees find Winnipeg a most desirable city to live in. So far as desirable climate, material wealth and comfortable conditions of life and living go, the people of Manitoba and its capital, the city of Winnipeg, have been among the most fortunate.

AS OTHERS SEE US

ing system of asphalt plant, and has displayed enterprise and judgment in the handling of its municipal franchise. Nature having placed Winnipeg at the outlet of the greatest wheat country in the world, evidently considered that it had done enough for one place, and left it to be improved by the devices of man. The government of the city



AS OTHERS

SEE US.

has been well conducted and has been splendidly backed up by the enterprise of its people. Religion, literature, art and education have been encouraged by the building of many fine churches, the establishment of a really excellent system of public schools, the organization of several colleges, conservatories,

CITY HALL FLOWER BEDS

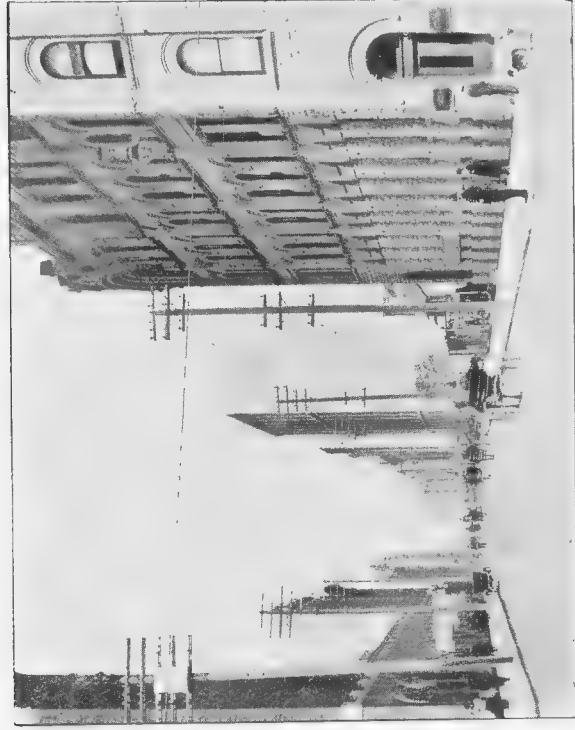
Some of the most beautiful of the public flower beds in Winnipeg are those about the City Hall. Planted with tulips and other hardy bulbs for Spring flowering, these beds are radiant with color as soon as Spring has fairly come, and after the early Spring blossoms are gone the later blooming plants follow, and the beds are thus made beautiful and attractive the whole Summer and until late in the Fall, the quality of frost in these parts being of a sort to require a much lower degree for killing plant life than is the case where more moisture is present in the atmosphere than is the case in Winnipeg and North-western Canada generally.

AS OTHERS SEE US.

and other institutions of culture and refinement. The returning visitor sees each time many new signs of improvement in these and other respects which indicate that Winnipeg, in addition to being a community of great prosperity, is also one which enjoys the utmost luxuries and comforts of life."

IN THE WHOLESALE DISTRICT

A street in the wholesale district of Winnipeg. This is a city of trade, of business, and for the accommodation of this trade and business there have grown up here large blocks and stores wherein there is carried on trade that each year grows larger; each year reaches out to take in new fields of activity. Only thirty-five years ago the trade of Winnipeg was carried on by barter with the Indian, and dog trains in winter, and the famous Red River carts in the summer, served as the only means of transportation of goods to and fro, and served very well, being helped out to some extent by men who carried huge packs of furs on their backs and toted their camp dunnage in the same way. Now all the trains of four great railroad systems: The Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and the Great Northern, are not sufficient to carry the goods that make up the commerce of Winnipeg, and new firms are establishing themselves here every year to take part in the immense trade which has grown up in and about Winnipeg, and which constitutes an annual turnover of not less than \$90,000,000.



"BEACH," LAKE WINNIPEG

Few people realize that within forty miles of the City of Winnipeg we have a lake that ranks fifth in superficial area among the lakes of North America. Lake Winnipeg is 2,150 square miles larger than Lake Ontario. The magnificent Red River, which flows through the city down to the lake, will, by the completion of St. Andrew's locks in 1908, be open to navigation, thus adding an important new avenue to Winnipeg's already excellent transportation facilities. An excellent train service permits business men and others to make "The Beach" their camping grounds throughout the summer months.

The Lake of the Woods will ever be the choice of many Winnipeg campers. The islands in the bays are mostly owned and occupied by prominent Winnipeggers, and the cottages and boathouses that dot the shores are comfortably built and of the most artistic architecture.



WINNIPEG

Has 18 pairs railway tracks radiating from city.

Has the largest individual railway yard in the world.

Has Canadian Pacific Railway extensive shops.

Has Canadian Northern Railway great shops.

Has under construction Grand Trunk Pacific Railway shops.

ALONG SHADY PATHS

Along the shady paths of these city parks, mothers wheel their babies at that season of the year when cool and shade means much to both mothers and children. Here the older children play their games, and all the space available for such things is taken up in the long summer evenings by young men and young women playing at tennis, a game deservedly popular among the young people of Winnipeg. Here, too, gather the old and the weary of the city's people to sit and be glad for a place so pleasant and surroundings so beautiful in which to pass their leisure time or hours of needed rest. A city superintendent of parks and a corps of skilled workmen are employed in keeping things in trim about the parks, and everything looks neat and presentable at all times. Not the least beautiful of things about the parks of Winnipeg are the long, smooth roadways that have been made in some of the parks. Along these roads automobiles slip smoothly, and some of the finest private equipages in the world are driven.

WINNIPEG

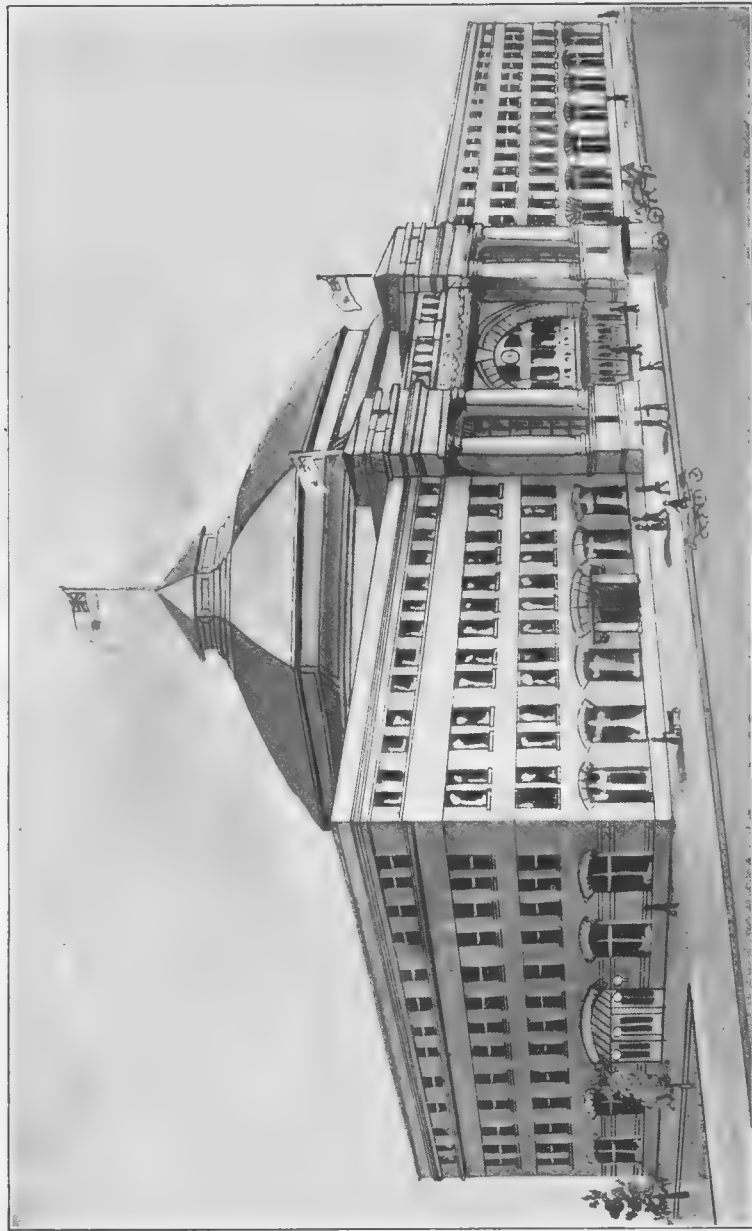
Has 120 miles switching facilities for manufacturers.

Has 3,600 railway employees on pay rolls.

Has the finest joint terminal station (under construction) in Canada.

Freight tonnage receipts highest proportional increase in Canada.

Electric railway carried 3,000,000 people (1900) —17¼ million (1907).

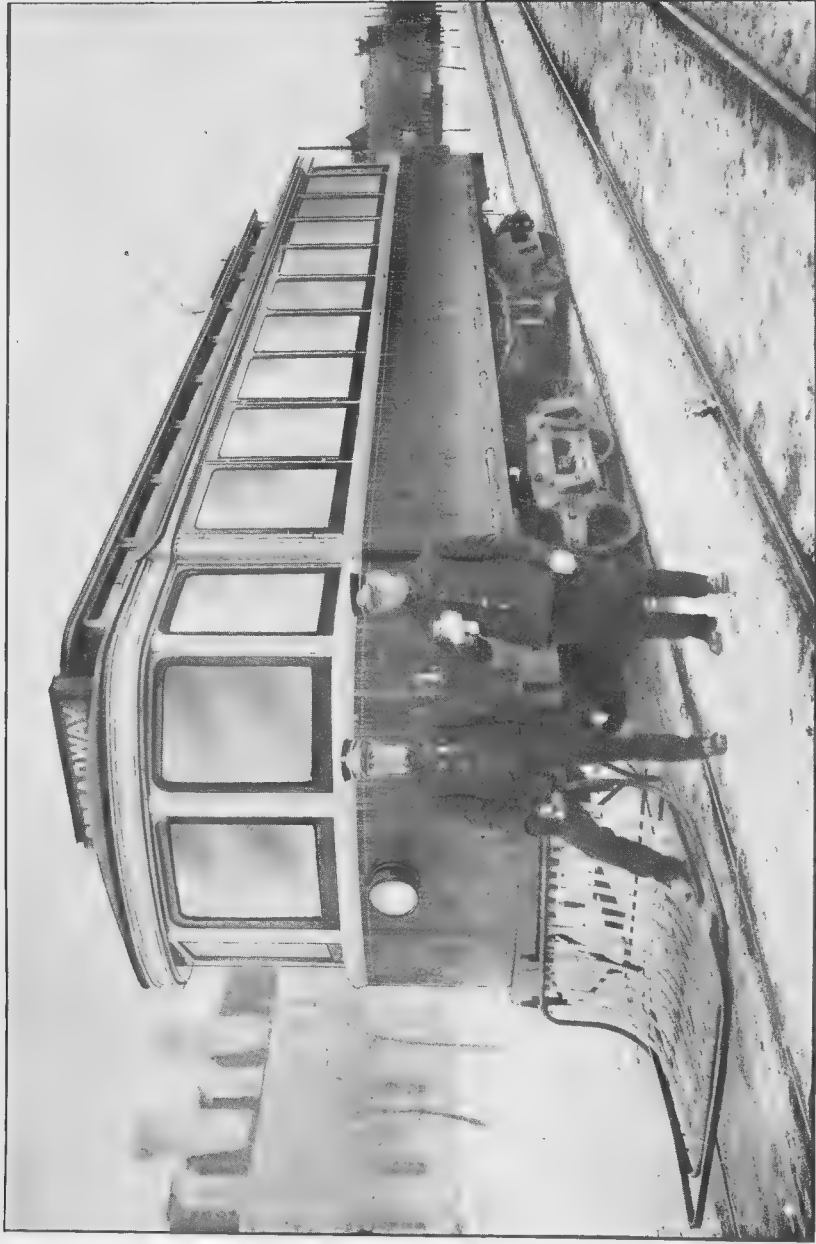


FORT GARRY UNION STATION

Showing New Terminals of the Canadian Northern Railway and Grand Trunk Pacific Railway under construction (1908) at Winnipeg.

With nothing superior in the way of railway terminals in the Dominion, Winnipeg's new union depot now under construction is one of the most up-to-date railway stations on the continent. This magnificent structure, with a frontage of 353 feet on Main Street and extending back 140 feet, four storeys high, and surrounded by an immense dome 112 feet above the main lobby floor, will be the clearing house of two great railway systems. Above the main floor, which is given up entirely to large and commodious waiting rooms, restaurant, lunch, baggage, checking rooms, etc., the entire three floors above are laid out into offices for the handling of the immense increased business of two great corporations that

are taking a leading part in the development of a vast and wonderful country—a country that is showing a trade development greater than that of any other section on the globe. There is one thing about the Fort Garry Union Station—it has all the advantage of situation that can be found in the city of Winnipeg. The traveller emerges from the new depot to face the splendid open thoroughfare of Broadway, with its wide streets, its double car lines, its beautiful rows of trees, its smooth, well-kept, green boulevards. It is not too much to say that the impression gained on first stepping out into a bright, clean, well-kept street like that of Broadway is worth much to the city of Winnipeg as a whole.



WINNIPEG ELECTRIC RAILWAY STREET CAR.

The phenomenal growth of Winnipeg has been materially aided by the efficient car service rendered by the Winnipeg Electric Railway Company, and nothing indicates the real substantial progress being made better than the following facts and figures:—The first street car run on Main Street from Fort Garry to the City Hall was on October the 21st, 1882, and the first street car from Main Street to River Park was in July, 1891. A second electric car system was inaugurated July 27th, 1892, and the competition between the two companies resulted in the reduction of fares from six tickets for 25c to twelve tickets for 25c, from 1892 until the two competing companies amalgamated in May of 1894. The Winnipeg Electric Street Railway Company and the Western

General Power Company amalgamated as the Winnipeg Electric Railway Company in 1904. Their power plant at Point de Bois was started in 1903, and completed and in operation in 1907. In 1900 less than $3\frac{1}{4}$ million passengers were carried, in 1904 the paid fares had run to $9\frac{1}{2}$ millions, and in 1905 to over 13 millions; in 1906 over $17\frac{1}{4}$ millions, and, in 1907, 20,846,317 passengers were carried. This substantial increase resulted in the gross earnings of the company increasing from \$28,132 in 1900 to \$831,736 in 1904, and in 1905 the earnings amounted to \$1,119,768, while in 1907 the total earnings had reached the substantial return of \$1,722,406.



INCREASES

Western Canada increases for past five years were as follows:

In Life Assurance Co.'s investments, 395 per cent.

In premium receipt, Life Co.'s, 190 per cent.

Exports to foreign countries, 329 per cent.

In Alberta and Saskatchewan imports, 146 per cent.

In population of larger cities and towns, 130 per cent.

A FAREWELL LOOK

Let us take one more look over the city from the top of its tallest building before we say good-bye to it. Near at hand are the huge business blocks and big stores, Main Street, with all its magnificent breadth and length, and thronged with thousands of busy people, fine carriages, heavy teams, electric cars, and all the varied traffic of a great thoroughfare, lies at our feet. Only a short distance away, the rivers flow past and the smoke of rushing engines rises to lose itself in the clear air. Far out from the busy centre of the city the streets reach their long arms to embrace the country in wide and comprehensive clasp. Close your eyes for a moment and fancy that you see all of this mighty city so sure to stand where Winnipeg now is, and then look back for one brief moment and, blotting from your sight the great beginnings already made of that metropolis of the near future, see the land as it was only thirty-five years ago, a fort and trading post on the river. A few horsemen riding to and from the post now and again. Red Indians slowly wending their way across the plain, and far away in the distance a herd of buffalo grazing. Open your eyes and look at what has happened during these thirty-five years and see, as all see who view this scene with the eye of understanding, the wonderful future that is in store for Winnipeg, the Gateway City of Western Canada.

INCREASES

In rateable assessment, 286 per cent.

In fire insurance premiums, 140 per cent.

In head of horned cattle, 123 per cent. throughout Western Canada.

In total foreign trade of the West, 166 per cent.

In Winnipeg's bank clearings in 5 years, 371 per cent.

In land values, 85 per cent.



WINNIPEG PARKS

Another visit to the Parks of Winnipeg before we bid farewell to this young, but wonderfully strong and intensely interesting City of the last West. Well and wisely the civic authorities of Winnipeg have chosen to devote a deal of time and money to a public park system, and the result is that there are no less than twelve parks of various sizes about the city, the public land devoted to this purpose

comprising some 316 acres. A considerable part of the public park system of Winnipeg is made up of small parks in the thickly settled parts of the city, where these open spaces have been laid out with much attention to landscape gardening effects and to the making of beauty spots and recreation grounds for the gathering of the people of the city, old and young, in the summer season.



In Central Park, Winnipeg

COMPARISON OF THE TOTAL MONTHLY CLEARINGS FOR THE LAST SIX YEARS AT WINNIPEG

	1902	1903	1904	1905	1906	1907
January ..	\$14,363.381	\$19,045.633	\$21,484.089	\$26,276.193	\$35,506.258	\$41,020.387
February ..	10,067.621	13,308.306	19,096.637	20,452.960	26,272.877	35,177.890
March ..	10,706.959	16,305.287	19,524.990	23,404.817	31,261.634	41,089.493
April ..	13,199.815	17,290.498	18,845.566	22,646.778	33,959.258	45,613.128
May ..	13,912.219	20,689.973	22,844.525	26,790.247	39,026.206	54,520.545
June ..	13,034.547	20,470.043	23,020.356	26,634.587	37,813.102	48,933.638
July ..	15,668.739	20,400.874	24,824.509	31,900.309	42,262.170	54,339.389
August ..	13,750.885	17,034.252	23,628.441	30,303.842	38,778.304	48,827.984
September ..	15,663.307	18,560.258	20,415.666	28,733.399	42,557.446	44,276.318
October ..	21,550.466	26,425.898	28,295.908	41,974.986	57,087.988	56,368.303
November ..	23,813.297	29,227.956	36,641.451	48,522.178	63,667.080	66,718.484
December ..	22,643.767	27,349.028	35,910.315	42,227.882	56,383.591	59,182.117
	\$188,370.003	\$246,108.006	\$294,601.437	\$369,868.179	\$504,585.914	\$599,667,576

1907 Aggregate Clearings of all cities in Canada showed an increase of 6.09 per cent. as compared with 1906. Winnipeg shows an increase of 18.86 per cent.

WESTERN CANADA

AS IT WAS AS IT IS
AND — (See next page)

AREA OF LAND AND WATER—WESTERN CANADA

	Land Acres	Water Acres	Total Acres
Manitoba	41,169,098	6,019,200	47,188,298
Saskatchewan	155,092,480	5,323,520	160,416,000
Alberta	160,755,200	1,510,400	162,265,600

POPULATION OF MANITOBA, SASKATCHEWAN,

ALBERTA—1871 to 1907

1871	42,228
1881	101,014
1891	419,512
1906	808,863
1907 (estimated)	1,150,000

POPULATION BY FAMILIES, AND SEXES AND RACE

1906

Families	180,312
Males	466,257
Females	342,606
British and American born	658,666
Born in other foreign countries	150,197
	808,863

NUMBER OF FARMS IN WESTERN CANADA—1906

Manitoba	36,141
Saskatchewan	55,971
Alberta	30,286

WESTERN CANADA MANUFACTURES

COMPARATIVE VALUE OF FACTORY PRODUCTS

Province	1900	1905	Increase
Manitoba	\$12,927,439	\$27,857,386	\$14,929,957
Alberta and Saskatchewan	\$ 1,964,937	\$ 7,423,733	\$ 5,458,746
City of Winnipeg	\$ 8,616,248	\$18,983,290	\$10,367,042

COMPARATIVE INCREASE PER CENT. IN THE CAPITAL INVESTED AND VALUE OUTPUT IN MANUFACTURES, 1900 TO 1905

City	Increase Capital Invested	Increase Value Output
Winnipeg, Man.	330	120
Peterborough, Ont.	289	205
Hamilton, Ont.	109	44
Vancouver, B.C.	89	102
Montreal, Que.	65	40
London, Ont.	60	55
Halifax, N.S.	45	18
Toronto, Ont.	28	47
Quebec, Que.	24	*11
Ottawa, Ont.	23	39

* Decrease.

IMPORTS INTO WESTERN CANADA

1902	11,156,265
1903	16,419,347
1904	19,126,333
1905	18,518,834
1906	25,222,943



The Boulevards of Winnipeg

AN OPTIMISTIC FORECAST

Great as has been the progress made by the Canadian Northwest during the past twenty-five years, the progress of the future bids fair to be far greater, and not only will Winnipeg develop into a mighty city of the size and importance of Chicago and New York, but other cities must grow out of the trade and commerce which will follow the putting under cultivation of the almost illimitable stretches of prairie land that still lies untouched by the plow, untraversed by the reaper and binder.

In the three Provinces of Manitoba, Saskatchewan and Alberta, there are 357,016,778 acres of land and of this land at least one-half, or 178,508,389 acres, is good for farming. Of all this vast quantity of productive soil the comparatively insignificant area of 8,327,970 acres, or less than one-twentieth, has been brought under cultivation; an amount so comparatively small beside that which remains for the work of the farmer to convert into broad fields of growing grain and pastures where herds of cattle and sheep shall outline and make rich the country in which they live, that a diagram showing the cultivated land of these three provinces of Western Canada, in comparison with that which is spread invitingly before the newly arrived settler, makes the area already under cultivation look absurdly small, and so will the Canada of to-day look absurdly small beside the vast empire of rich farms, thriving towns, big cities and the population of many millions that will live and prosper where but 1,150,000 are now kept busy in trying to meet the sharp and insistent demands made upon them for work, and more work, and yet more, as the people flock into the country, railroads spread their arms abroad in a thus far vain, though mighty effort, to keep up with the transportation needs of the country with agricultural, industrial and trade riches as yet but scratched upon the surface and the possibilities of which stretch into incredible figures.

Immigration into Western Canada has advanced by leaps and bounds. In 1902, 67,379 persons came into the Western Provinces from all sources. The next year 128,364 came, and in 1907, 252,038 immigrants betook themselves from other countries of the earth to the Canadian Northwest with the avowed intention of taking up their residence here. Taking the average of increase in the population of the three



Driveways and Boulevards of Winnipeg

Provinces, from immigration and all other sources, for the period of five years just preceding this year of 1908, as a working basis, the resultant figures show that in ten years, in 1918, the same country that now has less than two millions of population will have more than 30,000,000 people, by that time figuring from the average increase in land under cultivation for the past seven years, there will be as much as 50,000,000 acres cultivated of that great block of land which extends for 1,000 miles east and west between the Rocky Mountains and the Great Lakes, and north 400 miles from the United States boundary.

The present grain crop from the land already under cultivation, gives a reasonably accurate line of expectations from the crop of that time when the land under cultivation shall be increased to 50,000,000 acres or less than one-third of the available farming land of this country and the needs of the farmers in the way of tools and labor can also be arrived at with accuracy. Fifteen bushels of wheat to the acre is considerably less than the average crop produced by the rich prairie soil of this Western Canadian country, and oats and barley produce enormous crops with flax, reliable reasonably productive. Figured upon the basis of wheat alone, the product of 50,000,000 acres of land would be the vast amount of 750,000,000 bushels of wheat. To harvest this crop, absolutely certain to be raised on the wheat fields of Western Canada within the next twenty years at the outside, will take no less than 625,000 harvest hands, whose pay for the gathering of one crop will count up the tidy sum of \$31,000,000. 312,000 self-binding machines and 36,000 threshing separators, with the same number of engines, will be required to deliver the crop to elevators, nearly all of which must be built for the reception of this future wheat crop of Western Canada. 18,750 trains of 40 cars each, (the average wheat train has thirty cars), will be required to move the crop, and if it were possible to ship the whole crop at once with Winnipeg as the central shipping point, the cars that would be required to convey the wheat crop would fill every foot of track of the main lines of the Canadian Pacific and Grand Trunk Pacific between Winnipeg and Montreal, and Winnipeg and Moncton on the East, and the main lines of the same systems from Winnipeg to Vancouver and Prince Rupert on the Pacific Coast, or in other words, 5,682 miles of solid grain train would be necessary. At an average selling price of 60c per bushel, this crop will



In Fort Rouge Park, Winnipeg

make a return to the country from which it comes of \$450,000,000.00.

Much of the lands classed as not good for farming will be excellent grazing land, and while the taking up of land for wheat growing is going on there is sure to be a great deal of cattle raising in progress. But one steer fattened each year to every 40 acres' portion of the available land would make a total of 1,250,000 fat cattle worth at least \$37,500,000 to the trade each year, and allotting 20 head to each car, 15,500 trains of 40 cars each would be required, and this would mean no less than 53 trains loaded with cattle each working day of the year.

30,000,000 acres of Western Canadian land, at least, are suitable for sheep and hogs. One sheep and two hogs to each ten acres of this land would give the stupendous total of 9,000,000 head of sheep and hogs which when loaded in double-decked cars would fill 2,000 trains of 30 cars each to be handled annually by the transportation companies.

The possibilities, the absolute certainties of manufacture and trade which must follow in the track of such partial development of the resources of the last and the greatest West are too manifold and too marvellous to be even approximated by calculations made now. Certain it is, though, that many towns and cities must be made, hundreds of factories and shops spring up and flourish, miles upon miles of railroads built, and the whole land made populous with millions of busy and prosperous people when less than a third of the wheat-growing resources of Western Canada shall have been turned to account, and of this wonderful country, Winnipeg is the gateway through which practically all of the great traffic will pass and from which, as is now the case, the greater part of the trade of the country radiates, and will, in the very nature of things, continue to centre and reach forth over all the wide expanse of fertile and as yet comparatively fresh and undeveloped Western Canada.

If you are interested and want further specific information, it will be furnished freely by

CHAS. F. ROLAND

Commissioner

Winnipeg Development and Industrial Bureau
482 Main St., Winnipeg, Canada

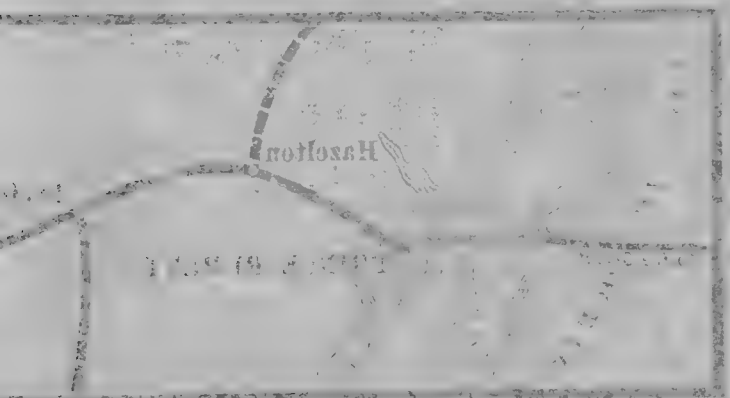
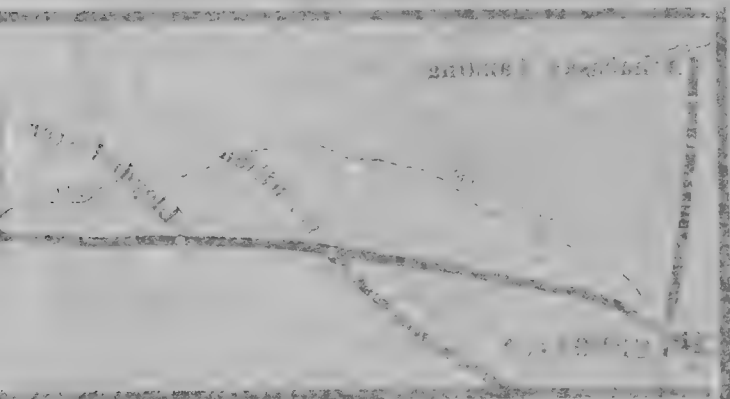
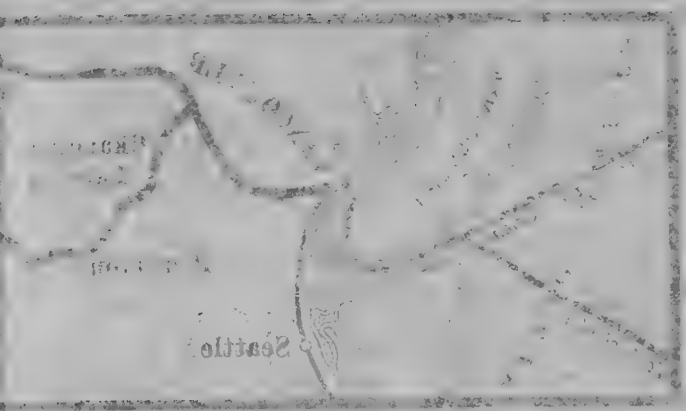


In St. John's Park, Winnipeg

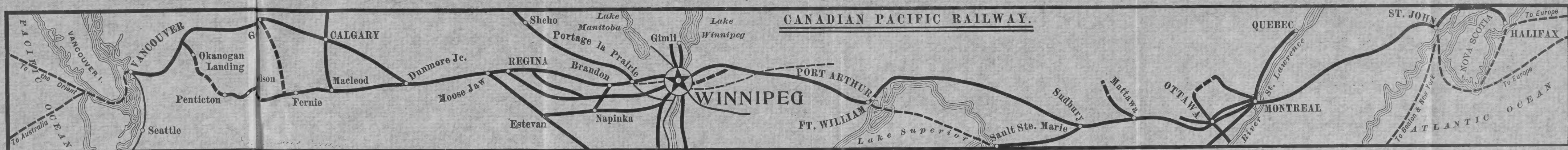
LETTERS PATENT OF INCORPORATION WERE GRANTED TO THE FOLLOWING INDUSTRIAL COMPANIES IN THE YEAR 1907 WITH HEAD OFFICES AT WINIPEG

Name of Company.	Authorized Capital.	Provisional Directors.
Consolidated Bicycle and Motor Co., Ltd.	\$ 60,000 00	C. G. Cruikshank, C. L. Cruikshank, J. A. Hudson, J. S. St. Mars and Emily X. Cruikshank.
McCutcheon Lumber Co., Ltd.	50,000 00	A. N. McCutcheon, W. J. Osborne, J. Street, S. LaBelle, R. G. Bertram.
Pearsons, Ltd.	250,000 00	Wm. Pearson, Edward Brown, A. N. McPherson, G. H. Perkins, C. R. Corbould.
The Mack Lumber Co.	100,000 00	P. C. McGillivray, C. J. McCollum, T. S. Darling, D. R. White, H. M. Hannesson.
The Manitoba Glass Manufacturing Co., Ltd.	100,000 00	J. Keilbach, G. Bohn, E. Keilbach, C. Keilbach, J. Wenowski.
Bitulithic Contracting, Ltd.	150,000 00	W. M. McPhail, A. B. London, H. A. Robson, J. B. Coyne, R. V. Harris.
Carter-Halls Adding Co., Ltd.	50,000 00	W. H. Carter, P. C. Locke, J. E. Robertson, F. E. Halls, A. H. Aldinger.
Ham & Motherwell, Ltd.	50,000 00	C. V. Motherwell, J. Scott, D. W. McKerchar, D. N. Wemyss, R. W. Hickey.
T. Meredith & Co., Ltd.	1,000,000 00	T. Meredith, W. W. Fraser, M. J. Armington, J. H. Nelson, H. A. Robson.
The J. Thompson Co.	50,000 00	J. Thompson, J. F. Thompson, A. M. Thompson, J. Wilson, M. Wilson.
McCulloch & Boswell Co.	60,000 00	J. Boswell, D. Boswell, A. Emmett, W. Jackson, G. D. Neinty.
Richardson & Bishop, Ltd.	100,000 00	R. D. Richardson, W. A. Bishop, D. B. Horn, S. J. Gilbey, C. McPharland, C. A. Booth, G. Leslie, G. Oxford, J. H. Bonin.
Whitting Hardware Co., Ltd.	25,000 00	C. A. B. Whitting, J. Briggs, A. G. Griffin, W. J. Wagstaff, H. N. Bowman.
Manitoba Linseed Oil Mills, Ltd.	200,000 00	K. B. Stoddart, J. Carr, R. W. Paterson, J. C. Hicks, J. A. Machray.
Canadian Vessel Agency, Ltd.	20,000 00	W. R. Allan, E. F. Land, G. K. Killam, R. McKay, E. S. Parker.
The Gerhardt-Hanley MacKay Co., Ltd.	100,000 00	H. W. Gerhardt, C. Hanley, W. M. McCaw, J. W. Frankish.
Northwestern Register Co., Ltd.	50,000 00	S. E. Whiting, J. Delmage, R. McKay, H. L. Whiting, A. A. Whiting.
Winnipeg Casket Co.	150,000 00	W. H. Aites, F. C. Bell, C. H. Enderton, C. P. Bell, C. W. Fillmore, P. W. Fillmore.
Rowland-Parker, Ltd.	50,000 00	A. E. Rowland, J. D. Parker, T. H. Webb, W. G. Watson, T. A. Chapman.
Bird's Hill Sand Co. of Winnipeg	150,000 00	E. H. Hutchings, W. A. Duckert, W. R. Lee, W. Brydon, D. D. Wood, R. Wilson, W. J. Young.
The Northwestern Supply House, Ltd.	100,000 00	G. M. Samuels, J. A. Doran, L. J. Germain, W. Y. Dow, W. G. Stark.
Acme Brick Co., Ltd.	100,000 00	W. B. Meg, J. Erzingler, L. Serkan, A. D. Sproule, W. F. Hull.
Gurney North-West Foundry Co.	250,000 00	W. Sanford Evans, W. Hellwell, E. Gurney, W. C. Gurney, E. H. Gurney, W. H. Garrick.
Geo. Ryan Shoe Co.	50,000 00	Geo. Ryan, L. Godbolt, E. L. Taylor, W. C. Allan, J. M. Strachn.
Kennedy's, Ltd.	40,000 00	W. S. Kennedy, W. Kennedy, H. B. Kennedy, W. Kennedy, F. J. Muskeft.
Winnipeg Scandinavian Publishing Co., Ltd.	5,000 00	C. F. Hendricksen, Gustav A. Rydal, G. E. Emerson, J. Rye, G. A. Boehn, A. Strom.
The Myer Co., Ltd.	40,000 00	S. S. Mayer, E. Mayer, D. J. Dyson, W. R. Muluk, H. J. GaNeY.
Wine & Fruit Vaults, Ltd.	300,000 00	G. F. Gault, J. Gault, J. G. Carrol, W. Jackson, H. T. Rennick.
West Canada Publishing Co., Ltd.	40,000 00	J. Cordes, M. Dalton, A. J. Hilger, T. J. Murray, F. Woodcutter.
The Marchand Sand Co., Ltd.	30,000 00	D. A. Scott, J. Dobson, J. Jackson, C. E. Darby, F. C. Hubbard.

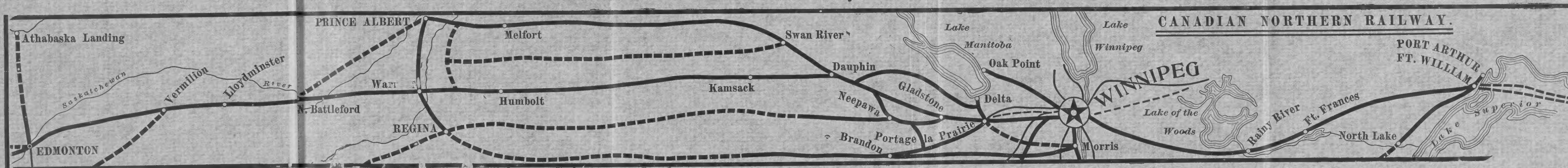
Colonial Grain Co.	150,000 00	J. C. Gage, K. B. Stoddart, T. H. Hatchard, W. C. Deistkow, A. Reid.
The Mapleton Dairy Co., Ltd.	15,000 00	R. Barbour, F. McShane, W. H. Cowan, A. H. S. Murray, H. M. Thompson.
The Barthels-Shewan Co., Ltd.	40,000 00	Geo. Barthels, A. Shewan, J. T. Huggard, A. Routledge, H. P. Davidson.
Western Associated Press	5,000 00	W. C. Laird, J. O. Lefebure, B. F. Sprung, R. A. C. Manning, L. F. Earle.
Ruthenian Publishing Co., Ltd.	10,000 00	W. Hladki, J. Zubaczek, W. Cyornenki, J. Zawidoski, J. Megas.
Western Pavers, Ltd.	40,000 00	H. B. Smith, J. A. Nelson, E. S. McGowan, A. Embloom.
The Beaux Arts, Ltd.	20,000 00	T. S. Darling, L. O. Kirby, M. F. Nolan, J. G. Snidal, H. M. Han- nesson.
The Royal Manufacturing Co., Ltd.	100,000 00	H. T. Halgeson, C. S. Whitworth, J. B. Norris, N. Houston.
Bulman Bros., Ltd.	200,000 00	W. J. Bulman, L. T. Bulman, J. B. Hugg, R. H. Otto, P. E. Kel- lett.
Empire Jewelry Case Co. of Canada, Ltd.	100,000 00	J. McLean, D. R. Dingwall, E. Beverage, J. D. Baker, D. Mc- Lean.
Canada Consolidated Flour Mills, Ltd.	1,000,000 00	J. Innes, V. Schwalm, P. Broadfoot, G. R. Wilson, J. H. David- son, T. C. Bullock, C. C. Smith.
Bryce & Co., Ltd.	100,000 00	R. H. Bryce, W. J. Johnston, A. E. Master, K. E. Bryce, J. J. Thompson.
The Roy Manufacturing Co.	5,000 00	S. L. Gregory, H. D. Scott, R. F. Rand, J. Hopper, T. M. Hall- derson.
Northern Trading Co.	500,000 00	T. S. Ewart, C. W. N. Kennedy, C. Vokes, T. Bannatyne, T. A. Irvine.
Perfection Concrete Co. Ltd.	100,000 00	J. Robinson, H. F. Osler, H. B. Rugg, C. V. Alloway, J. H. Turnbull.
W. H. Stone Co.	50,000 00	W. H. Stone, E. K. Stone, A. E. White, W. E. McRae, W. P. White.
Dutton-Wall Lumber Co.	100,000 00	W. P. Dutton, G. H. Wall, A. E. Lee, A. M. Fisher, A. C. Fer- guson.
H. G. Middleton Co.	300,000 00	H. G. Middleton, Jennie Middleton, S. V. Carter, A. D. Stokes, F. E. Carter.
McNab & Roberts, Ltd.	200,000 00	J. C. McNab, W. Roberts, Geo. A. Whelpley, B. McNab, A. N. Roberts.
Shipman Electrical Co.	50,000 00	C. S. Shipman, W. J. Davis, H. P. Grundy, F. W. Louthood, E. J. Russell.
The Glen-Hayes Coal Mining & Development Co., Ltd.	1,000,000 00	G. A. Bull, H. N. Kobold, R. S. Armstrong, H. C. Hamelin, I. Pitblado, S. L. Head, F. C. Bullock.
The Winnipeg Iron & Machinery Works, Ltd.	60,000 00	L. H. F. Boesenberg, A. G. C. Boesenberg, G. Detberner, J. C. G. R. Boesenberg, E. Beverage.
Brock & Muttiebury, Ltd.	100,000 00	C. R. Muttiebury, F. F. Brock, F. A. Drummond, R. O. Taylor, F. J. Sharpe.
Saults & Pollard, Ltd.	100,000 00	G. H. Saults, O. H. Pollard, J. H. G. Russell, J. E. Adamson, W. J. Perkins.
The Rosery Flower & Seed Co., Ltd.	100,000 00	H. W. Hollis, C. A. Allen, J. O. Newton, A. W. Wilson, T. Gray.
Manitoba Roman Stone Co., Ltd.	100,000 00	E. A. Duff, D. M. Bruce, S. F. Peters, E. H. Peters, A. W. Morley.
McLaughlin & Ellis, Ltd.	100,000 00	A. B. Ellis, H. Phillips, A. K. Godfrey, A. Gillies, H. R. Mc- Laughlin.
McKay, Williams & Co., Ltd.	50,000 00	G. D. McKay, P. E. McKay, R. C. Williams, K. Baldwin, T. R. Ferguson.
Manitoba Live Stock Co., Ltd.	20,000 00	A. Kelly, T. H. Gilmour, W. J. Lindsay, J. H. Chalmers, E. C. Kelly.
Northern Iron Works, Ltd.	75,000 00	B. L. Bastedo, H. A. Burbridge, N. W. Kennedy, R. C. McPherson, T. B. Monk.
Pierce Fur Co.	40,000 00	R. M. Pierce, J. Pierce, S. Cohen, J. Udow, L. Abramovich.
The Union Tailoring Co.	30,000 00	Gideon Miller, G. E. Hacquoil, J. H. Stanley, J. L. Hickok, W. C. Young.
Imperial Theatre Co.	100,000 00	T. B. Campbell, J. Haftner, Wm. Mannahan, D. B. Flagg, W. J. Gillman.
The Van-Berg Electrical & Manufacturing Co.	250,000 00	H. J. MacDonald, K. C. H. Polson, A. Kennedy, W. McMillan, H. R. Hollingshead, J. Dodson, E. E. Yates, W. D. Pettigrew, J. McKenzie.
Fort Alexander Lumber & Manufacturing Co.	100,000 00	W. F. Hepburn, J. Suggitt, F. L. Palmer, J. A. Collier, R. A. White.
Winnipeg Saturday Post, Ltd.	20,000 00	K. Magee, E. G. Magee, A. Pearson, W. Kennedy, W. J. San- derson.
Dominion Supply Co.	100,000 00	D. F. Coyle, R. H. Hayland, J. B. Coyle, E. R. Dowdall, J. A. Coyle.
The Northwestern Cap Company, Ltd.	20,000 00	J. Berlin, T. Hurtley, W. Berlin, G. F. Munroe, G. Berlin, T. H. Smith.
	<u>\$9,175,000 00</u>	



The Last Great West—WINNIPEG, the City of Opportunities—the New Empire's Market Place



New Territory—New Business



WINNIPEG, the Point of Supply

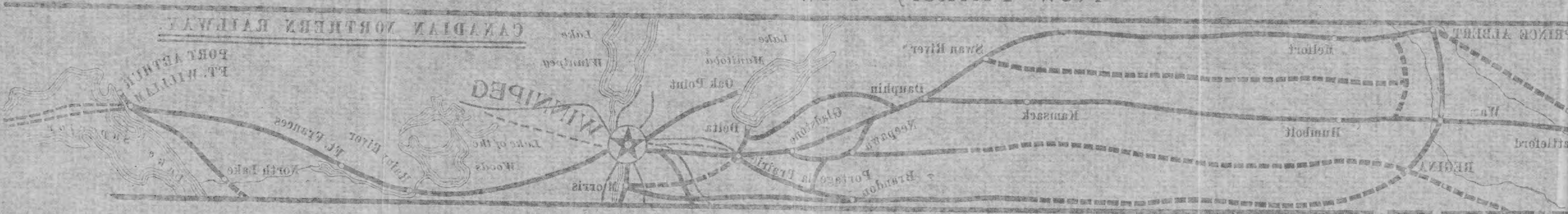


Manufacture at Winnipeg—Railway Facilities Unexcelled—The Natural Distributing Centre

—Manufacture at Winnipeg—Railway Facilities Unexcelled—The Natural Distributing Centre—



WINNIPEG, the Point of Supply



New Territory—New Business



e Last Great West—WINNIPEG, the City of Opportunities—the New Empire's Market Place





